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THE TAXATION OF BETTING.

TREASURY SCHEMES IN
PREPARATION.

The London Morning Post of March 28th says:-
Our Political Correspondent writes that the Treasury officials are busy engaged in devising the best methods for taxing betting. It may be remembered that similar details were prepared by the Treasury for previous Governments.

Meanwhile, the question of the taxation of betting continues to attract attention, and a valuable contribution to the discussion comes from Sir George Fuller, the Prime Minister of New South Wales, who is at present in this country.

A WAR MEASURE.

Sir George, in an interview on Saturday explained how, by a scheme of taxation of betting, £397,238 has been raised in twelve months in his State, which has a population of 2,000,000.

He stated that the first Betting Taxation Act was passed in 1915 as a war-time measure of producing revenue. This imposed taxes on racing clubs and associations, on bookmakers and on betting tickets. The taxes on clubs were levied on the fees which they received from bookmakers, and varied in amount from 20 per cent. in the country districts to 50 per cent. in Sydney. The taxes payable by bookmakers were regulated according to the particular courses, and enclosures where operations were carried on. In the financial year 1920-21 the taxes yielded £108,911 to the State Treasury.

By the same Act taxation was imposed on all betting tickets issued by bookmakers. This was collected in the shape of a stamp duty. At the present time this stamp duty amounted to threepence on every ticket issued in the saddling paddocks, and a penny on those issued in other parts of the race-courses. Bookmakers were also required to furnish a monthly statement showing the number of credit bets made, and to pay on them the stamp duty which would have been levied if tickets had been issued. From this source the New South Wales Treasurer received £96,336 in 1920-21.

THE TOTALISATOR.

New South Wales adopted the totalisator in 1915, and all registered racing clubs and associations are required to establish an approved totalisator. The club or association operating a totalisator is allowed to deduct 12½ per cent. from the gross receipts and an additional 1 per cent. as a sinking fund to pay for the machine, before paying out the winners. Out of the sum thus deducted clubs racing for profit have to pay to the State Treasury 9 per cent. of the gross payments into the machine. From other clubs the State only collects 5½ per cent. of the gross takings, which pass through the totalisator. The total yield from the totalisator tax in 1920-21 was £274,171. A further State tax on admission tickets to racecourses produced £117,820 in 1920-21. Thus in the aggregate these four forms of betting taxes yielded to the State £507,238 from a total population of only two millions.

DEEP SEA SOUNDING.

In the new number of *Chambers's Journal* C. K. Greenwood explains "Deep-Sea Sounding," touching first upon the manner in which unexpected banks are located, buoyed, and charted, and the difficulties due to currents and incorrect calculations. In deep-sea sounding methods are different.

At depths of less than a thousand fathoms a lead weighing thirty pounds is used, and in the case of such a sounding the lead can be recovered. For depths greater than this, however, the "Driver" detaching-rope is the best apparatus. In this arrangement the lead sinkers are hung by means of a wire sling, centrally upon the vertical sounding-tube, which is fitted with flap-valves at top and bottom, opening upwards. As the lead drops through the water the flap-valves open and the water rushes through the tube. When the sounding-tube strikes bottom two things happen. In the first place, the tube is driven into the soft ooze, which is forced upwards into the interior, where it is imprisoned by the lower flap-valve. Secondly, the weight of the sinker, which has hitherto been taken by the sounding-wire, automatically releases the wire sling which sustained them, and the sounding-tube is now free to be withdrawn by the sounding-wire, leaving the sinkers behind on the bottom. The weight of the sinkers used varies between fifty and seventy pounds, according to the depth of the water. When sounding, a registering thermometer is used, and the registering thermometers are attached to the line by means of metal clips, usually at intervals of a hundred fathoms, down to a depth of a thousand fathoms. For the first hundred fathoms below the surface smaller intervals are customary.

The fascination of the process is not overlooked by the writer. "A sounding of 3,000 fathoms requires 75 minutes for its accomplishment, and the approximate time of descent will be 30 minutes."

The imagination grasps more readily the tremendous significance of such a depth as the wire runs out steadily and rapidly, minute after minute, for half an hour; while the seventy-pound lead plunges downwards from the limpet-blue and greens of the surface waters to the black depths below; while it passes, stage by stage, through a magic world.

Where the branching coral lives
Unending strife of endless lives;
Where, leagued about the "widered boat,"
The rainbow jellies fill and float;
And, lifting where the liver fingers,
The starfish trips on all her fingers;
Where "neath his myriad spines a shock,"
The sea-egg ripples down the rock;
An orange wonder dimly guessed,
From darkness where the cuttle rest,
Moored o'er the darker depths that hide
The blind white sea-snake and his bride,
Who, drawing, nose the long-lost ships,
Let down through darkness to their lips.

Thus, the spirit of true romance inspires even such a prosaic proceeding as sounding the ocean depths, where strange creatures fit through the black darkness by the light of their own phosphorescence; where reigns a stillness like that of the farthest depths of space, untroubled by the thundering tempest overhead; where the dominion of man is still in evidence, in the stretch of the submarine cable which links two continents together, or lying half-buried in the ooze of the ocean's bed.

MARCONI'S NEXT QUEST. CONTROL OF WIRELESS WAVES.

Now that wireless broadcasting has been established in this country says the *Daily Mail*, Senator Marconi is going on an ocean voyage in his famous yacht *Electra* with the object of discovering a means of directional control of wireless waves. At the moment waves sent out from a station radiate in all directions. It is Senator Marconi's desire to discover a method whereby waves can be controlled so that they go in one direction only—in a straight line from station to station.

Meanwhile the craze for "broadcasting" is increasing by leaps and bounds, and the need for the solution of the problems of its organisation becomes daily more urgent. Wireless manufacturers and experts discussing the position, were unanimous in their condemnation of the broadcast "pirate"—the man who makes his own listening-in set and does not pay the licence.

It is the experimenter who is the real person who counts in wireless development," said Mr. Leslie McMichael, the secretary of the Radio Society of Great Britain. "There are 20,000 of them, and the numbers are still increasing. They are the class of amateur manufacturer like, because they are always buying different parts, but curiously enough experimenters do not like broadcasting because it interferes with their own experiments and transmission."

To get over this difficulty there is a suggestion that the wave-length for broadcasting should be reserved for that purpose only.

There is a third class of person who considers himself affected by wireless and he, as a rule, directs his complaints to Senator Marconi. The senator produced a large number of letters from all parts of the world in which people complained of being affected by wireless waves. "It is all sheer imagination," said Senator Marconi.

The issue of a new sort of wireless licence to bring illicit listeners in under official control is now being considered" by the Postmaster-General, says the *London Evening News*.

WIRELESS 'PHONE.

G.P.O. INQUIRY INTO CROSS-ATLANTIC TALKS.

The Postmaster-General of Great Britain has appointed a committee to consider, in the light of the recent progress of the possibility, from a technical standpoint, of Transatlantic wireless telephony of sufficient reliability for commercial use, and to advise what practical steps, if any, can at present be taken to develop this means of communication.

A member of the Fleet Sir Henry Jackson will be the chairman of the committee, and the other members will be Major-General Sir F. H. Sykes, Mr. E. B. Dalsell, Director of Telegraphs and Telephones; Professor W. H. Eccles, Professor of Applied Physics and Electrical Engineering at the City and Guilds of London Technical College; Mr. F. Gill and Mr. E. H. Shaughnessy. Major A. G. Lee will act as secretary.

This is a sequel, the G.P.O. announces, to the recent demonstration of Transatlantic wireless telephony given by the Western Electric Company, in conjunction with the American Telephone and Telegraph Company and the Radio Corporation of New York, when messages of considerable length transmitted from America were audible and intelligible to a London audience.

BATTLESHIP STEERED
BY WIRELESS.EXPERIMENT IN U.S. FLEET
MANEUVERES.

The possibilities of wireless electrical transmission in naval warfare were strikingly shown on March 21st at manoeuvres of the United States Fleet off the Pacific entrance to the Panama Canal, when the battleship *Iowa* , steaming full speed without a soul on board, was made to simulate an enemy vessel attempting to "escape the fire of the battleship *Mississippi* ." The *Iowa* was steered by radio from Shawmut, several thousand yards away, and was at all times under perfect control.

With the vessels moving in opposite directions and constantly changing speed, the *Mississippi* made two attacks. In the first, at a range of six miles, she fired 108 rounds of 5-in. projectiles and scored sixteen hits. Sixteen salvoes from five 14-in. guns, in the second attack resulted in four hits, the range by that time having been much increased. The shells were loaded so as to do little damage, but at the end of the trials the *Iowa* was 3½ down by the head.

THE CANOES OF POLYNESIA
AN ETHNOLOGICAL INVESTIGATION
IN THE PACIFIC.

Mr. James Hornell, Director of Fisheries, Madras, who is retiring towards the end of the present year, intends to devote his energies thereafter largely to ethnological subjects in the Pacific, says the *Madras Mail*.

His studies on relationships and origins of Eastern seafarers have been widely appreciated both in Europe and in Australia. The Polynesian Society recently invited him to become a corresponding member in recognition of his work in elucidating the migrations of early peoples on the shores of the Indian and Pacific Oceans, and he has also been elected President of the Anthropological Section of the Indian Science Congress, which meets at Bangalore next January.

The investigation which he has in view upon his retirement, will have as its principal aim a comprehensive and detailed study of the canoes of Polynesia, as they exist at the present day. The Trustees of the Percy Sladen Memorial Fund have generously promised a substantial grant-in-aid to the projected expedition, and Dr. A. C. Haddon, of Cambridge, one of the foremost living ethnologists, has agreed to collaborate in writing a monograph which will embody Mr. Hornell's results, with all the historical data extant concerning extinct types, contained in the journals of early voyagers who visited the South Seas in the spacious days of the 16th and 17th centuries when the great war canoes of the islanders still existed.

The expedition is planned to occupy at least the whole of one year and may extend even longer.

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:-

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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SPEEDING UP BUSINESS.

[BY STEPHEN LEACOCK IN THE
"VANCOUVER SUN"]

We were sitting at our editorial desk in our inner room, quietly writing up our week's poetry, when a stranger looked in upon us.

He came in with a burst—like the entry of the hero of western drama coming in out of a snowstorm. His manner was all excitement. "Sit down," we said, in our grave, courteous way. "Sit down!" he exclaimed, "certainly not. Are you aware of the amount of time and energy that are being wasted in American business by the practice of perpetually sitting down and standing up again? Do you realise that every time you sit down and stand up you make a dead lift of—he looked at us—"Two hundred and fifty pounds!" "Never," we said quietly, "we never thought of it." "You didn't," he sneered. "No, you'd rather go on lifting 250 pounds through two feet—averaging of 500 foot-pounds, practically 60 kilowatts of wasted power. Do you know that by merely hitching a pulley to the back of your neck you could generate enough power to light your whole office?"

We hung our heads. Simple as the thing was, we had never thought of it. "Very good," said the Stranger. "Now, all American business men are like you. They don't think—do you understand me? They don't think."

We realised the truth of it at once. We had never thought. Perhaps we didn't even know how. "Now, I tell you," continued our visitor, speaking rapidly and with a light of wild enthusiasm in his face. "I'm out for a new campaign—efficiency in business—speeding things up—better organization."

"But surely," we said, musingly, "we have seen something about this before in the papers?" "Seen it, sir," he exclaimed, "I should say so. It's everywhere. It's a new movement. It's in the air. Has it never struck you how a thing like this can be seen in the air?"

Here again we were at fault. In all our lives we had never seen anything in the air. We had never even looked there. "Now," continued the Stranger, "I want your paper to help. I want you to join in. I want you to give publicity."

"Assuredly," we said, with our old-fashioned politeness, "anything which concerns the welfare of the progress of one may phrase it—" "Stop," said the visitor. "You talk too much. You're proud. Don't talk. Listen to me. Try and fix your mind on what I am about to say."

We fixed it. The Stranger's manner became somewhat calmer. "I am heading," he cried, "the new American efficiency movement. I have sent out circulars to fifty thousand representative firms, explaining my methods. I am receiving ten thousand answers a day—"here he dragged a bundle of letters out of his pocket—"from Maine, from New Hampshire, from Vermont—" "Massachusetts, Rhode Island, Connecticut," we murmured.

"Exactly," he said: "from every State in the Union—from the Philippines, from Porto Rico, and last week I had one from Canada." "Marvelous," we said, "and may one ask what your new method is?"

"You may," he answered. "It's a proper question. It's a typical business question, fair, plain, clean, and even admitting of an answer. The great art of answering questions," he continued, "is to answer at once without loss of time, friction or delay in moving place to place. I'll answer it."

"Do?" we said.

"I will," said the Stranger. "My method is first: to stimulate business to the highest point by infusing into it everywhere the spirit of generous rivalry, of wholesome competition; by inviting each and every worker to outdo each and every other."

"And can they do it?" we asked, puzzled and yet fascinated. "Can they all do it?"

"They do, and they can," said the Stranger. "Listen. Here is an answer to my circular No. 6, Efficiency and Compensation, that came in this morning. It is from a steel firm. Listen."

The Stranger picked out a letter and read it.

Dear Sir:

Our firm is a Steel Corporation. We roll rails. As soon as we read your circular on the Stimulus of Competition we saw that there were big things in it. At once we sent one of our chief managers to the rolling mill. He carried a paper bag in his hand. "Now, boys," he said, "every man who rolls a rail gets a gum-drop. The effect was magical. The good fellows felt a new stimulus. They now roll out mile like dough. Work is a joy to them. Every Saturday night the man who has rolled most gets a blue ribbon; the man who has rolled the next most a green ribbon; the next most a yellow ribbon, and so on through the spectroscopic. The man who rolls least gets only a red ribbon. It is a real pleasure to see the brave fellows clamouring for their ribbons. Our output, after defraying the entire cost of the ribbons and the gumdrops, has increased forty per cent. We intend to carry the scheme further by allowing all the men who get a hundred blue ribbons first, to exchange them for the Grand Efficiency Prize of the firm—a pink ribbon. This the winner will be entitled to wear whenever and wherever he sees fit, to wear it."

The stranger paused for breath.

"Marvelous," we said. "There is no doubt the stimulus of keen competition."

"Shut up," he said impatiently. "Let me explain it further. Competition is only part of it. An item just as big that makes for efficiency is to take account of the little things. It's the little things that are never thought of."

Here was another wonder! We realised that we had never thought of them. "Take an example," the Stranger continued. "I went into a hotel the other day. What did I see? Bell-boys being summoned upstairs every minute, and flying up in the elevators. Yet—and every time they went up they had to come down again. I went up to the manager. I said, 'I can understand that when your guests ring for the bell-boys they have to go up. But why should they come down? Why not have them go up and never come down?' He caught the idea at once. That hotel is transformed. I have a letter from the manager stating that they find it fifty per cent. cheaper to hire new bell boys instead of waiting for the old ones to come down."

"These results," we said, "are certainly marvelous. You are most assuredly to be congratulated on."

"You talk too much," said the Stranger. "Don't do it. Learn to listen. If a young man comes to me for advice in business—and they do in hundreds, lots of them—almost in tears over their inefficiency—I'd say, 'Young man, never talk, listen; answer, but don't speak.' But even all this is only part of the method. Another side of it is technique."

"Technique?" we said pleased but puzzled. "Yes, the proper use of machine devices. Take the building trade. I've revolutionised it. Till now all the bricks even for a high building were carried up to the mason in hods. Madness! Think of the waste of it. By my method instead of carrying the bricks to the mason we take the mason to the brick—lower him on wire rope, give him a truck, and up he goes again. As soon as he wants another brick he calls down, 'I want a brick, and down he comes like lightning.'

"This," we said, "is little short of—" "Cut it out. Even that is not all. Another thing bigger than any is organisation. Half the business in this country is not organised. As soon as I sent out my circular No. 4, 'Have You Organised Your Business?' I got answers in thousands! Heartbroken many of them. They had never thought of it! Here, for example, is a letter written by a plain man, a gardener, just an ordinary man, a plain man—"

"Yes," we said, "quite so."

Well, here is what he writes:

Dear Sir:

As soon as I got your circular I read it all through from end to end, and I saw that all my failure in the past had come from my not being organised. I sat and thought a long while and I decided that I would organise myself. I went right into the house and I said to my wife, 'I'm going to organise myself.' She said, 'Oh, John—and not another word, but you should have seen the look on her face. So the next morning I got up early and began to organise myself. It was hard at first but I stuck to it. There were times when I felt as if I couldn't do it. It seemed too hard. But, bit by bit, I did it, and now, thank God, I am organised. I wish all men knew how to know the pleasure I feel in being organised.'

"Touching, isn't it?" said the Stranger. "But I get lots of letters like that. Here's another, also from a man, a plain man, working on his own farm. Here what he says:

Dear Sir:

As soon as I saw your circular on how to speed up the employe I felt that it was a big thing. I don't have any hired help here to work for me, but only father. He cuts the wood and does odd chores about the place. So I realised that the best I could do was to try to speed up father. I started in to speed him up last Tuesday, and I wish you could see him. Before this he couldn't spit a cord of wood without cutting a slice off his boots. Now he does it in half the time."

"But there," the stranger said, getting impatient even with his own reading, "I needn't read it all. It is the same thing all along the line. I've got the Method introduced into the Department Stores. Before this every customer who came in wasted time trying to find the counters. Now we install a patent spring-board, with a mechanism like a catapult. As soon as a customer comes in an attendant puts him on the board, blindfolds him, and says, 'Where do you want to go?' 'Glove counter,' 'Oh, all right.' He's fired at it through the air. No time lost. Same with the railways. They're installing the Method, too. Every engineer who breaks the record from New York to Buffalo gets a glass of milk. When he gets a hundred glasses he can exchange them for a glass of beer. So with the doctors. On the new method, instead of giving the patient one pill a day for fourteen days they give him fourteen pills in one day. Doctors, lawyers, everybody—in time, sir," said the Stranger, in tones of rising excitement, "you'll see even the plumbers—"

But just at this moment the door opened. A stately-looking man in blue entered. The Stranger's voice was hushed at once. The excitement died out of his face. His manner all of a sudden was meekness itself.

"I was just coming," he said.

"That's right, sir," said the man, "better come along and not take up the gentleman's time."

"Good-bye, then," said the Stranger, with meek affability, and he went out.

The man in blue lingered behind for a moment.

"A sad case, sir," he said, and he tapped his forehead.

"You mean—" I asked.

"Exactly. Cracked, sir. Quite cracked; but harmless. I'm engaged to look after him, but he gave me the slip downstairs."

"He is under delusions?" we inquired.

"Yes, sir. He's got it into his head that business in this country has all gone to pieces—thinks it must be reorganised. He writes letters about it all day and sends them to the papers with imaginary names. You may have seen some of them. Good day, sir."

We looked at our watch. We had lost just half an hour over the new efficiency. We turned back with a sigh to our old-fashioned task.

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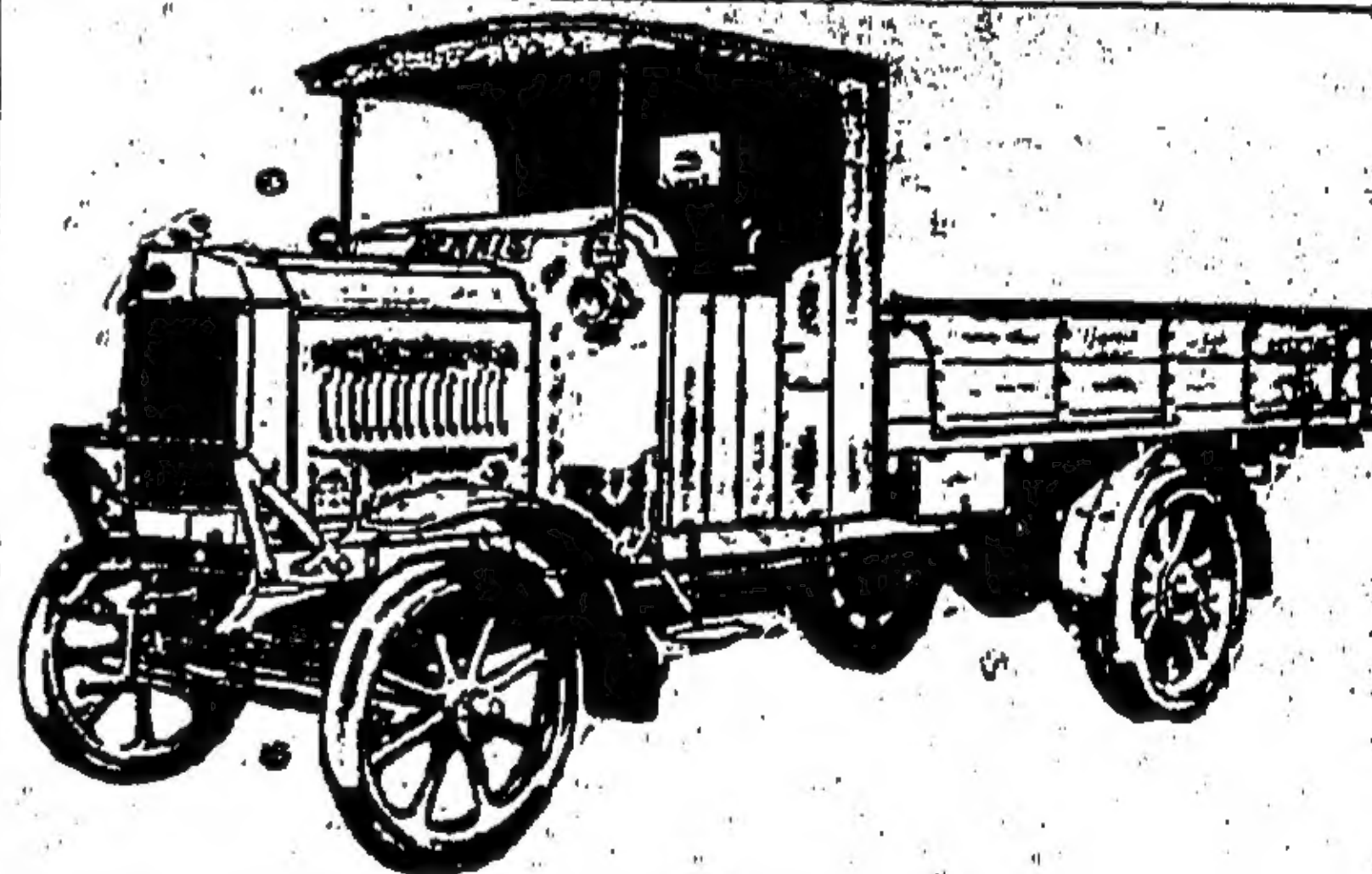
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THE LIFE BEYOND.
SERMON BY THE REV. H. COPLEY
MOYLE, M.A.

Following is the sermon on the subject of "The Life Beyond" preached by the Rev. H. Copley Moyle, M.A., Senior Chaplain of St. John's Cathedral, on Sunday morning:—

St. Luke XX, 33.—"They that are accounted worthy to attain to that world and the resurrection from the dead: neither marry nor are given in marriage: for neither can they die any more: for they are equal unto the Angels."

We have heard in the second lesson the question by which the Sadducees tried to make our Lord appear foolish before the people. The Sadducees were a party among the Jews which included most of the priests. They were materialists: believing neither in angel or spirit, and thinking that man ceased to exist at death. Their opponents were the Pharisees, the popular party, who believed in existence after death in angels. The Sadducees took a case in which the Levirate law had been obeyed in the case of seven brothers. The Levirate law required a man to marry the widow of his eldest brother, if that brother had died without leaving a son. The Sadducees asked our Lord in the resurrection whose wife shall she be for the seven had her to wife? The point which the Sadducees raised was one which had often been discussed by the Rabbis, who had decided that a woman who married two husbands in this world was the wife of the first husband in the next world. For the majority even of the Pharisees had a very material view of the resurrection. The Rabbi Sardinia was regarded as a great authority and he said: "As the son of the widow of Sarepton and the Son of the Shunamite, at and drank and doubtless married wives, so shall it be in the resurrection." Another authoritative teacher amongst the Pharisees was Maimonides and he said: "Men after the resurrection will not marry and drink and will beget children." There were a few who took a more spiritual view, but they were a minority. The Rabbi Rafi is credited with saying: "In the world to come they shall neither eat nor drink nor beget children, nor trade. There is neither envy nor strife, but the first shall sit with crowns on their heads and shall enjoy the splendour of the Divine Majesty."

Our Lord in His answer to the Sadducees says the spiritual view is the right view. He repudiates the low material ideas of the future life and asserts that those who have passed through death are living. In speaking of the Resurrection life He does not say that all will rise again but He says "they that are accounted worthy to attain to that world and the resurrection from the dead: neither marry nor are given in marriage: for neither can they die any more: for they are equal unto the angels."

The Catholic faith is not tied to the doctrine of the immortality of the soul. Life hereafter is spoken in Holy Scripture as a gift, and not as a necessary thing. "The wages of sin is death, but the gift of God is eternal life." The Christian faith regards life after death as a certainty, but it does not teach us to think of that life as perfect. It is not till the Resurrection, at the end of this dispensation, that we are to look for a perfect and complete life lived in the conscious presence of God. That is what we commonly speak of as life in Heaven. It is not to be confused with life in Paradise after death and before the Resurrection. After death and before the Resurrection, we cannot speak with certainty of that life or of the number of those who shall attain to it. Our Blessed Lord was once asked: "Are there few that be saved?" and He did not answer the question but said to His questioner: "Strive to enter into the Kingdom of Heaven."

The best attitude to the future life is the attitude of simple faith so well expressed in the familiar lines of Newman's hymn:

"I do not ask to see
The distant scene: one step enough for me."

This attitude of simple faith was well expressed by the late Archbishop Temple of Canterbury, who, when asked if the uncertainty of the kind of existence in store for us after death ever worried him, is said to have replied that it never did, for he was so certain that God is a loving Father that he was sure that He would do what was best.

The life to come must be left to God to be His great surprise gift to us when we reach it. We cannot hope to know and understand it now because the conditions of that life are so different from our present life. Here we cannot contemplate life apart from time and space, but in the Great Beyond time and space are no more.

But though we cannot speak with certainty as to the conditions of the future life yet there are certain things which we may know about it. And one thing we may know about the future life is that personal identity continues. It has become fashionable with some non-Christian western writers to speak of "the vulgar idea of personal immortality," and to ask us to be content with re-absorption into the great world soul from which we came. We are bidden by these writers to believe that we shall lose our identity at death, that like drops of rain falling into the ocean we shall become parts of a greater whole. It is, of course, the old doctrine of Eastern thinkers so long expressed in Buddhism. The Catholic Faith has always rejected the Buddhist idea and believed in the permanence of our individual identity, and in so doing it satisfies a deep and widespread human craving which longs for life, fuller and freer and grander than we know it now and will not be content with absorption into any impersonal existence. It is remarkable that so many a disbeliever in the future life as the late Professor Huxley began to crave for life after death as he drew near the time when death must claim him. In a letter to Mr. John Morley he wrote: "It is a curious thing (Continued at foot of next column.)"

**SHANGHAI FRENCH COUNCIL
AND TELEPHONE CO.
CONCRETE INSTEAD OF WOODEN
POLES WANTED.**

At a recent meeting of the French Municipal Council, it may be remembered, it was decided to ask the Shanghai Mutual Telephone Co. to replace its wooden telephone poles in the Concession by concrete ones. A letter has now been received by the Council from the Telephone Co. stating that concrete poles similar to those used for electric light would not be suitable for their work, and pointing out that as there are some 2,500 poles in the Concession the cost of making the alteration would be in the neighbourhood of Tls. 100,000, which would certainly mean an increase in rates. In this letter the Telephone Co. adds that where the nature of the roads and buildings permits they are placing their wires in conduits underground, and meantime at any particular place where the wires appear to be unsightly they will see what can be done to make other arrangements. The Council has now instructed the Secretary to instruct the Telephone Co. not to install aerial lines on new roads and in particular in Avenue Peking. Furthermore the Council considers that in parts of the Concession almost entirely built over, the Telephone Co. should replace its overhead lines by underground ones.

**A SHANGHAI RADIO
PROGRAMME.**

Hongkong residents, who are desirous of seeing broadcasting facilities provided in Hongkong, will be interested in the following extract from a Shanghai paper: "Under the auspices of the Shanghai Radio Circle a programme is to be broadcast from the C.K.C. station on Sunday next at 6 p.m. The receiving set of this station in conjunction with a large Maguvox horn, has been installed in the pavilion of the Shanghai Junior Golf Club, members of which and their friends have been invited to listen in. The programme will be as follows:—
6 p.m.—Announcement.
Piano Solo—Reproduced from an Edison Phonograph.
Song—"Give a Man a Horse he can Ride".....Mr. E. R. Morrison.
Song—Selected.....Mrs. G. E. Marden.
Recitation—Selected.....Mr. Graham Barrow.
Saxophone Solo—"Maire may Girl".....Mr. F. A. Tappenden.
Song—"A Fishing Story".....Mr. W. Jackson.
Song—"The Rosary".....Mrs. Morris Ashley.
Song—"God Send you back to Me".....Mr. R. Gregg.
Saxophone Solo—"The Better Land".....Mr. F. A. Tappenden."

that I find my dislike to the thought of extinction increasing as I get older and nearer the goal. It flashes across me at all sorts of times with a sort of horror that in 1900 I shall probably know no more of what is going on than I did in 1800. I had sooner be in hell a great deal—at any rate in one of the upper circles, where the climate and company are not too trying—I wonder if you are plagued in this way."

The Christian Faith in teaching the permanence of personal identity satisfies a deep craving of the human heart. Another thing which we may know about the future life is that it will not be a lonely life but will be full of activities for the benefit of others. Heaven is spoken of as a city. The meaning of this is that the resurrection life will be no lonely and solitary existence but a life of spiritual beings in the midst of spiritual beings.

Again, we may be certain that the future life will be no dead level of absolute equality. "In my Father's house are many mansions." In this world rewards are often bestowed, as far as we can see, with little regard to merit, but in the resurrection life rewards will be the result of character. This world's rewards we must leave behind us when we die but the character which we form here we take with us into the future life.

I said that we cannot expect to understand the future life, because the conditions are so different to those with which we are familiar. But it is possible that even in this world we may come day by day bound by time and space, then now we are. In truth one of science's latest inventions has done much to annihilate space. I heard the other day of a band playing in New York around which many were dancing and the same music by radio or broadcasting was heard in a country village some hundreds of miles away where a small number of dancers were dancing to it. Such an achievement begins to change our ideas of space. Perhaps we may have some similar discovery about time, and if ever that occurs we shall be more likely to be able to understand the conditions of the Resurrection Life—but we are still very far from being able to do so. The difference between that life and this is probably far greater than that between childhood and mature life. Yet how impossible it would be for a child of three or four to understand his father's business. He sees his father go to his work and return. He knows perhaps that his own interests are in some way connected with his father's work but of the work itself he has no idea. So it always seems to me that God has not told us much about the life beyond, because we should not be able to understand it if we were told. God has revealed His love for us and has taught that he is our loving Father, yes and has proved it to us in a hundred ways and we can well be content to wait the little while till death calls us to the larger life when we shall know all we desire. As a tired child will lay his head against a loving father, and resign himself to sleep without fear, so we may cease to worry about the life beyond and trust ourselves with perfect confidence to our loving God and Father.

**LIGHT OPERA COMPANY'S
EXPERIENCES IN JAPAN.
WORTHLESS GUARANTEES.**

The Japan Chronicle of April 27th contains the following comment:—

To-day the Gilbert & Sullivan Opera Company sail for Australia on their return voyage, their tour being concluded. The fact that they are by far the best company of this sort that has ever come to Japan makes the more regrettable the fact that they leave the country with no very pleasant memories except such as are connected with the enthusiasm evinced by the small foreign communities. The company have lost in Japan all that they gained in China, and more besides. They came to Japan on the guarantee of a Japanese in Osaka, who arranged a complete tour programme and undertook to pay them a lump sum. The guarantor would have lost money had he fulfilled his contract. Whether a loss was inevitable is a matter for discussion. A wiser choice of theatres and better Japanese advertising—for which there was ample room—might have resulted in larger Japanese audiences. On the other hand, it may be that the Japanese public has no taste for Gilbert and Sullivan. It was the guarantor's opinion that the Japanese would flock to see it, and he backed his opinion. But directly he saw that the venture was not going to be a success, he announced that he was bankrupt—and then, that he was not really bankrupt, but that the bank would not let him pay; and that he might perhaps, if the company did not press him, pay something after they had left the country. On this promise they are leaving. The failure of this contractor was not the end of the company's troubles. A Japanese emissary came down to Kobe to see, if the engagement stood for the performances arranged in this city, and reported that all was well and that the company was cordially bidden to come. In Kobe it was the same story—the foreign community turned up in force, and the Japanese not at all—probably, again, through lack of proper advertising. And the same thing happened. As soon as it was seen that the success of the show depended entirely upon the foreign community, the theatre-going members of which are insufficient to fill more than half the theatre, the company were told that there was no guarantee operating. The Japanese emissary had meantime disappeared so they have gone empty away. Of course, a guarantee should not be accepted without the bank being stakeholder as in any other commercial transaction; but it is always the same story—assurances that everything is quite all right and that things are not done in the Western manner in Japan. Theatre-goers will deplore such an event as this, because it lessens the chance of any good company coming to Japan in the future. However, it ought to be as widely known as possible, so that companies may be warned against coming without a sure guarantee. If they come on a guarantee at all. Some time ago a Japanese society was formed for the purpose of looking after foreign entertainers who come to Japan and affording them facilities and protection. We do not know what has become of it or whether this is an exhibition of its activities. Theatrical companies have generally come independently and have not done so badly, but there is a gang of Japanese who bring aviators and other stunt shows to Japan, and whose regular procedure is to swindle their victims and to leave them stranded if the show is not prosperous. Something ought to be done to prevent this scandal.

**AMERICAN YACHT AT
SHANGHAI.
NEWSPAPER MEN'S TOUR.**

The palatial American yacht Ohio, arrived in the Huangpu on the 3rd inst., with a party of prominent American newspaper men on a cruise to the Far East and the South Seas. The party includes Mr. E. W. Scripps, president of the Scripps-Howard newspaper syndicate which controls several hundred newspapers in the United States; Mr. Robert P. Scripps, his son, and Mr. Scripps; Mr. N. D. Cochran, of the Toledo "News Bee"; Professor W. S. Thompson of Miami University, Dr. L. C. Cornell, Miss Margaret Culbertson, Miss Dorothy Cochran and Messrs Ewing and Elstrom, secretaries.

Mr. Robert P. Scripps, says the N.C. Daily News, stated that the trip thus far had been splendid. The Ohio had sailed from Newport News through the Panama Canal to San Diego, California, stopping at the West Indies and Cristobal and Colon. She left San Diego on March 24th for Honolulu where the party remained a week and then proceeded to Yokohama. Two days before entering Yokohama harbour the tail end of a typhoon was encountered, and although the wind blew more than 30 miles an hour an average speed of 10 knots was maintained without difficulty.

After leaving Shanghai the party will probably proceed to Hongkong and Manila, then travel southward through the various islands of the Philippine archipelago, thence to Java, and Sumatra and to the islands in the South Seas, stopping at Tahiti, before returning to the United States.

The Ohio is 172 feet in length, 32 feet in width, has 6 cabins and is equipped with Diesel engines. She has a complement of 25 officers and men. While in Shanghai the yacht will undergo a minor over-hauling to fit her for her trip south.

INTIMATIONS

**HONGKONG & SHANGHAI BANKING
CORPORATION.**

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/22, 6553 dated 31st December, 1920, for 35 Shares numbered 24913 to 24919, 37985 to 37990, 54506 to 54511, 35843 to 35857, Provisional Certificate No. 57/768 dated 30th May, 1921, for 11 Shares, numbered 130343 to 130353 and Provisional Certificate No. 57/1045 for 1 Share numbered 131423 all registered in the name of Mr. Sir Yee Sock-qua are reported to have been destroyed by fire; and should these certificates not be produced to the Bank before the 13th day of May, 1923, New Certificates for the Shares will be issued and the said Definitive Certificate No. 5/22, 6553 and Provisional Certificates Nos. 57/768 and 57/1045 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors
A. G. STEPHEN,
Chief Manager.

Hongkong, 13th April, 1923. [706]

**HONGKONG ENGINEERING AND
CONSTRUCTION CO., LTD.**

NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL
VALUE OF \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 5th day of November, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1923.

For and on Behalf of the
**HONGKONG ENGINEERING AND
CONSTRUCTION CO., LTD.,**
F. J. EASTERBROOK,
Acting Secretary.
Dated the 24th day of April, 1923. [705]

PARTICULARS

of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
MONDAY,
The 14th Day of May, 1923, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168, being a scavenging land. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1918, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at 1 at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS
Auctioneers
[127]

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No 8, MUSEUM ROAD,
SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. Y. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

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Codes: Bentley's, Scott's, A.B.C.
8th Edition and Improved.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Oroskos, Luxiel, Fionial, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central (opposite to the Singer Sewing Machine Company).—ADVT. [101]

CORRESPONDENCE

A DANGER TO MOTORISTS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Permit me to encroach upon your columns to call the attention of the P.W.D. authorities to a danger to motorists. I refer to the two trees at that end of Lytleton Road which runs into Park Road. One of them is practically in the middle of the road; the other is more on one side, but the mound of earth and stones at the foot extends out on to the road. Since they do not appear to serve any purpose at all, I fail to see the reason for their being there in this connection.

Lytleton Road is much used nowadays (particularly by the University staff and students), leading, as it does, to three Halls of the University. I sincerely trust that the Public Works officials can see their way to order the removal of these trees. The sooner it is effected, the better for all concerned.—Yours faithfully,

PUBLIC SAFETY.

Hongkong, May 7th, 1932.

THE TRAFFIC IN ARMS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Up till a month ago, the local newspapers were frequently reporting convictions recorded at the Magistracy against Chinese found carrying arms without permission, and against both Europeans and Chinese for the crime of selling arms to natives for illegal purposes.

During the past month there has been a very marked decrease in the number of arms cases dealt with at the Magistracy. Doubtless the general public which pays for the maintenance of a large police force for its own protection would like to know the reason why.

Can it be true that the primary cause for this state of affairs is the stoppage of rewards to constables and officers who succeed in detecting and arresting the delinquents? I am given to understand that it had been the practice hitherto to reward officers arresting such persons on a percentage basis, worked out on the value of the arms brought to light. This result of this was that there was a direct encouragement for both European and Chinese policemen to stop the traffic. Now the incentive is not there, and the result has been that, though there were a large number of arms cases recorded during March, I can recall few or none during the past four or five weeks.

The obvious comment on all this is that the policeman should not need the incentive of a reward in order to carry out his duties. But the matter is not to be so easily dismissed. One has to remember that the greater part of the Force is composed of Chinese, and Indians, and their pay is not too munificent. To them a revolver may mean anything from \$100 to \$500 if sold, and there is every temptation for them to say nothing of their seizure, and simply resell it, as happened in the case of an opium seizure by two Chinese detectives at Kowloon City recently. Also, the recovery of arms may mean the officer placing his life in very grave danger. The owner is in the majority of cases, a would-be robber, and as a natural consequence something of a ruffian, and one not too scrupulous about shooting. Both of these factors afford very good reasons why the rewards should be renewed.

Whilst on the subject of arms, also, it is a well-known fact that at least ten per cent. of the Chinese population of this Colony are in possession of firearms of some sort. The percentage is almost certainly far higher. In the case of street brawling or rioting, either of which may occur in the best ordered of cities, ten men in every hundred with revolvers on their persons can create considerable havoc, and wreak heavy loss of life.

Why is it that a more organized method of stopping the entry of firearms into this Colony is not brought into being? Every ship, without exception, coming into the Harbour should be boarded by police to search for weapons. In some cases this is done. In a very great many it is not done. Vessels are allowed to come into port and remain here for hours before a policeman ever sets foot on their decks. How easy is it, then, for a person to smuggle arms into the Colony at a minimum of risk. Surely, there are now enough police for the job!

Yours faithfully,

QUIZ.

THE DANGERS OF STREET GAMES.

MAGISTRATE'S SYMPATHY WITH SMALL BOYS. CAPTAIN SUPERINTENDENT DEFENDS POLICE ACTION.

Statue Square once more came into prominence at the Magistracy yesterday in an interesting argument between the Magistrate (Mr. R. E. Lindell) and the Captain Superintendent of Police (Mr. E. D. C. Wolfe) who appeared in Court to defend the action of the police who are engaged in a campaign of trying to suppress street games in thoroughfares used by motor-cars.

The case was one, in which two small boys were charged with causing an obstruction, by flying kites in Statue Square and also with damaging trees in the Square.

Sergt. Elston, who prosecuted, said that complaints had been received regarding nuisances and obstructions caused in Statue Square and early on Sunday morning when he paid a special visit to the Square he observed the two boys in the act of climbing one of the trees. One of the boys had been flying a kite which had become entangled in the branches and both were trying to disentangle it. The youthful offenders denied that the kite was theirs.

The Magistrate expressed the opinion that it was incredible that they were causing an obstruction at an early hour on Sunday morning. He dismissed the charge of causing an obstruction and imposed a fine of 50 cents each on the second charge of damaging the trees.

C.S.P. DISSATISFIED WITH MAGISTRATE'S DECISION.

Shortly afterwards the Captain Superintendent of Police came into Court and asked for a rehearing of the case against the boys for damaging trees in Statue Square.

The Magistrate: I have already convicted on that charge.

Mr. Wolfe said the fine was totally inadequate if it was to act as a deterrent. The Magistrate: On which charge do you wish to apply for a rehearing?

Mr. Wolfe: On the second one, in which the two boys were fined 50 cents each. I understand your Worship is not in sympathy with us and the trouble we have had in trying to keep Statue Square clear of nuisances.

The Magistrate remarked that not many people climbed trees to get back their kites.

Mr. Wolfe said that it was not merely over this case that he made the above remarks. He thought the Magistrate did not wish to convict in this case. "Your Worship held in this case that Statue Square was not at that time a very busy thoroughfare and that the boys could not have been causing an obstruction."

The Magistrate said that was what Sergt. Elston himself had admitted—that the boys could not have inconvenienced anyone at an early hour on Sunday morning.

Mr. Wolfe: Yes, that may be on that particular morning. Your Worship is probably not aware that cars for hire are allowed to stay in Statue Square. There is normally a lot of traffic there.

The Magistrate: Normally, possibly, but not on Sunday morning.

Mr. Wolfe: It is unfortunate that no motor-car was passing at the time. Does your Worship consider that flying kites should be allowed in Statue Square?

The Magistrate: Certainly, not, if it annoys pedestrians. The Ordinance says definitely that it must be a nuisance to people using the thoroughfare.

Mr. Wolfe replied that what his Worship said might be true in this case, but pointed out a specific case in support of his allegation of his Worship's lack of sympathy. He mentioned a recent case in which the Magistrate considered the game of shuttlecock a legitimate game to be played in the Square.

The Magistrate: No, I did not hold that; at least I have no recollection of the case.

Mr. Wolfe: I have instructed Sergt. Elston to take these prosecutions and I gather from him that if he brought a prosecution for playing shuttlecock into Court that you would throw it out.

The Magistrate: Yes, if it is in a Chinese area—Chinese streets.

Mr. Wolfe said that the police were not interfering with the back streets or Chinese areas, although he had seen cases of girls carrying loads being bumped into and knocked down by shuttlecock players.

At present they were confining their action to the roads used by motor-cars.

The Magistrate: I have no recollection of hearing that case.

Sergt. Elston said that three weeks ago he brought a case to Court of some boys who were playing shuttlecock at the junction of Statue Square and Chater Road. The defendants did not appear, and his Worship remarked that in future he would not convict in shuttlecock cases.

The Magistrate: I don't remember that. Are you sure of that?

Sergt. Elston: Yes, I recorded it.

The Magistrate: At any rate three weeks ago I was in hospital.

Sergt. Elston suggested that the records be searched.

MR. WOLFE EXPLAINS THE DANGERS OF STREET FOOTBALL.

Mr. Wolfe then took up the theme again. "I just mention the point," he said, "to show that your Worship is not in sympathy with the prosecution. As to your motives I don't know what they are. I don't know whether you personally have noticed the dangers. I can lend

(Continued at foot of next column.)

AN EXCUSE FOR KIDNAPPING.

A CHILDLESS WOMAN.

A married woman's excuse to the Magistrate (Mr. J. R. Wood) yesterday afternoon in answer to a charge of kidnapping the three-year old son of a Chinese seaman, living at Canton Road, Yau-mati, was that she had no intention of stealing the child. The child had grown fond of her and she was attached to him and took him to live with her. Her husband who also stood charged with the same offence, said that he took no part in the kidnapping. "I was at work when my wife kidnapped him. The child was willing to follow myself or my wife." The wife also added "I took him to adopt as my son, but if she (the complainant's wife) wants him now, well, she can have him now."

According to the evidence for the prosecution, the complainant and his wife lived at No. 300K, Canton Road, Yau-mati, where they were the principal tenants. The two defendants rented a room from them at \$7 a month. They had no children. Accordingly the woman defendant took the child out for short walks, but had always brought him back to his mother. On the early morning of April 24th a little girl, who lived in the same tenement with her grandmother asked permission to take the little boy, who apparently is very popular amongst the neighbours, out to play. Her request was granted and she, together with the complainant's adopted daughter were playing with the boy outside the door, when the woman defendant came and asked the girls to run on an errand for her, to purchase five cents worth of beef and to leave the boy in her care. They agreed and before going they were presented with a sugared plum each. When the girls returned both defendants and the boy had disappeared. They had left their room in a hurry, chopsticks, mats and furniture not being removed. The child was eventually discovered by the police at No. 11, Yan Yee Lane, living with the defendants six days after he had been taken from Canton Road. After their arrest the first defendant attempted to escape from a tram at the Western Market when he was in the custody of the police. He was re-captured by Sergt. Fender who was in charge of the defendants at the time.

Both defendants were committed to the Criminal Sessions for trial.

TAILOR'S VENDETTA.

MURDEROUS ATTACK ON A NON-STRIKER.

As a sequel to the recent dispute amongst the Chinese tailors a murderous attack was made on a Chinese tailor, of No. 2, Wai Sang Lane, on Sunday morning. The victim, whose name is Yuen Kit, is said to have been one of the "black legs" who continued to work when the other tailors went on strike for better conditions of employment. He was apparently a marked man and on Sunday morning he was attacked by three or four men in the vicinity of his home. His brother heard his cries for assistance and came on the scene just as the men were running away; one of them was seen to be carrying a hammer. The victim of their vengeance was lying on the road in a state of collapse. He was at once removed to Central Police Station and later to Hospital where he succumbed, as the result of his injuries, shortly after admission.

The deceased man was an employé of Messrs. J. T. Shaw & Co., of Beaconfield Arcade. Later the same day a fellow workman of the same firm, named Fong Ping, was arrested by the Police in connection with the affair. It is said that other non-striking tailors have been intimidated recently.

you, my car and you can go down to tiffin from Court to the Club and I am sure you will find two games of football just beyond the Dairy Farm and the Bishop's Lodge. There is a little school in this vicinity (I don't think it is the St. Paul's College), and but for the frequent attempts of the Police to chase them away there would be constant games of football going on. It is extremely dangerous. Yesterday there was a game played on Morrison Hill Gap Road. Cars coming down the road could not be pulled up easily. I want to emphasize that street games are extremely dangerous, and if your Worship is not in sympathy I want to demonstrate the dangers of this practice with a view to offenders receiving deterrent sentences. It is getting simply worse and worse. Boys play football and shuttlecock everywhere, even in Technic Street, but we have not prosecuted in those cases because it is not a motor road. It would be unpleasant if a wet shuttlecock were to fall on the dress of a lady riding in a chair. That would not be allowed at home. The police never interfere with the boys playing in back streets, but in the public thoroughfares it is essential that it should be stopped. I have no wish to discourage Chinese playing football. It is an excellent thing, but it should not be played in the public streets. If your Worship can give me some indication of the lines on which we should pursue our work we would welcome it. This thing should be stopped and if I can convince your Worship of the necessity for our action I have no doubt that you will assist us."

The Magistrate said that he must admit his sympathy to a certain extent, had been with the small boys. "Perhaps if I had the same experience as you have had I would feel otherwise. I will consider the matter in future in the light you have put it to me. I don't think it is worth reopening the case."

Mr. Wolfe agreed and the matter was then dropped.

UNIVERSITY OF HONGKONG.

MAY HALL ANNUAL DINNER.

The fifth annual dinner of May Hall was held on Saturday in the dining-hall of the hostel. About 70 members and guests were present including Sir William Brunyate, Mr. Dyer Ball, the Rev. J. T. Holman (acting Registrar) Mr. Eric Rice, Prof. Redmond, Prof. Earle, Rev. Romguis Lee, Mr. Morly, and the warden and representative students of other hostels.

The seats were arranged to form a square with the warden and official guests at the head and the chairman's table with members of the staff and representative students of other hostels at the other end.

After the usual toasts of "The King," "The President," and "The University" were honoured. The health of the Vice-Chancellor was proposed by the Chairman, Mr. P. L. Hu, and was responded by Sir William Brunyate. The guests were honoured at the suggestion of the Hon. Secretary and the compliment was acknowledged by the Rev. J. T. Holman. The toast of "May Hall" was given by Mr. Dyer Ball and acknowledged by the warden, Prof. Simpson. Altogether, the evening proved very enjoyable.

A NUISANCE TO SHIPS.

IMPRISONMENT FOR BOARDING-HOUSE RUNNERS.

Having boarded a vessel with the intention of arresting four Chinese who were telegraphically reported to be concerned in a murder at Balakpapan, Inspector Bond, and a number of Chinese police officers were surprised to find six more Chinese than there should have been according to the passenger returns. Inquiries were instigated, and it transpired that the surplus people were boarding-house runners who had, somehow or other, managed to board the vessel, the s.s. *Tigaki*, before she was berthed, in spite of the fact that a police patrol was on duty on board before she even made for her moorings.

The sequel was heard before Commander C. W. Beckwith, the Marine Magistrate, at the Marine Court yesterday morning, when the surplus six were charged with boarding the vessel without permission. Five were men, and one was a woman, and sentence of one month's hard labour was passed in each case, the woman being given the option of a \$50 fine.

A number of suspects were arrested in connection with the murder, but the police are doubtful if the right men were ever on board.

SPORT.

TENNIS TOURNAMENT.

THE HONGKONG CRICKET CLUB CHAMPIONSHIP.

The final round of the Club Championship Competition in connection with the Hongkong Cricket Club Tennis Tournament was played off yesterday, the finalists being S. E. Green and G. W. Sewell. The former won by three straight sets, 6-3, 6-4, 6-4. The Ex-Champion of the Colony gave a good exhibition of hard forehand and back hand driving on to the base line which Sewell found difficult to return. Green's service has also found hard to take, but otherwise he played quite a plucky game against a much better player.

HONGKONG LAWN TENNIS ASSOCIATION.

TENNIS LEAGUE.

"A" DIVISION.

In the "A" Division The Hongkong Cricket Club scored a decisive victory over Civil Service, beating them by 72 to 27, two of their pairs, Hancock and Raworth and A. D. Humphreys and Sewell winning 20 games out of 33. C.R.C. maintained their unbeaten record at the head of the table by beating the University 50-48 and the I.R.C. did well to beat Kowloon at home. Table:—

	P.	W.	L.	Pts.
C.R.C.	3	3	0	3
I.R.C.	2	2	0	2
U.R.C.	2	2	0	2
H.K.C.	2	1	1	1
University	2	1	1	1
Civil Service	3	0	3	0
Club de Recreo	2	0	2	0
Kowloon	2	0	2	0

"B" DIVISION.

In the "B" Division Queen's College easily accounted for Kowloon "A" and with C.R.C. are the only side unbeaten. The newcomers to the league, the Netherlands T.C., have yet to score their first victory. Table:—

	P.	W.	L.	Pts.
Queen's College	3	3	0	3
C.R.C.	3	3	0	3
Civil Service	3	2	1	2
I.R.C.	2	1	1	1
Craigswater "B"	2	1	1	1
University	2	1	1	1
Kowloon "A"	2	1	1	1
Kowloon "B"	3	0	3	0
Craigswater "A"	2	0	2	0
Netherlands T.C.	2	0	2	0
Club de Recreo	2	0	2	0

JOSEPH RODGER'S FAMOUS

SHEFFIELD CUTLERY

WITH MAPPIN & WEBB'S PLATE.



THE "IDEAL" CANTEN.

Any size made to suit your requirements.

HARDWARE DEPT.

LANE, CRAWFORD, LTD.

THE BAKERY DEPARTMENT

OF

CAFÉ WISEMAN

All Bread sold by Café Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Café Wiseman Bread can be had in the following kinds:—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

COLUMBIA

REGAL

RECORDS

\$1.00 EACH NET

SEND FOR NEW LIST

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1322.

Powell
TELEPHONE C. 346.

WHITE FOOTWEAR

THE

QUEEN

ALEXANDRA

MADE FROM PURE LISEN CANVAS.

PRACTICAL

COMFORTABLE

DEFENDABLE.

NEW ADVERTISEMENTS

NOTICE.

WE have been appointed AGENTS in CANTON for the PACIFIC MAIL STEAMSHIP COMPANY, as from the 30th of APRIL.

HOLYOAK, MASSEY & CO., LTD.

812

NOTICE.

WE have been appointed AGENTS in CANTON for the "ELLERMAN" LINE as from the 1st MAY.

HOLYOAK, MASSEY & CO., LTD.

813

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

(INCORPORATED UNDER THE HONGKONG COMPANIES ORDINANCES 1911-1921).

AUTHORISED CAPITAL.....\$750,000.

DIRECTORS:

HENRY BIRKETT, of 10, Ice House Street, Hongkong (Partner in the Firm of Messrs. Birkett & Taylor, Share and General Brokers), Chairman.

MAHOMED NEMAZEE of Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

SUM PAK MING of the Russo-Asiatic Bank, Prince's Building, Des Vaux Road Central, Hongkong, Merchant.

CHUAN LIM PAH, of 15, Peak Road, Hongkong, Merchant.

CHAU SIU KI, of 8, Queen's Road West, Hongkong, Merchant.

ALBERT HENRY ROWE, General Manager, of the United Motor Co., Ltd., 22-23, Des Vaux Road Central, Hongkong, (Managing Director).

FREDERICK ELLIS, of Messrs. F. Ellis & Co., 10, Ice House Street, Hongkong, Shareholders.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION,

1, Des Vaux Road Central, Hongkong.

AUDITORS:

Messrs. LOWE, BINGHAM & MATTHEWS,

Chartered Bank Building, Hongkong.

SOLICITORS:

Messrs. JOHNSON, STOKES & MASTER,

Prince's Building, Hongkong.

REGISTERED OFFICE:

Nos. 33-35, Des Vaux Road Central, HONGKONG.

NOTICE IS HEREBY GIVEN that the above named Company is issuing a Prospectus dated the 27th day of May, 1923 (a copy of which has been filed with the Registrar of Companies) inviting Subscriptions at Par for 49,000 Shares in the Company of \$10 each, payable as to \$2.50 on allotment and the balance by instalments not exceeding \$2.50 each as and when required. Of these 44,000 Shares have been underwritten.

The Subscription List will be opened on THURSDAY, the 10th day of MAY, 1923, and will close on FRIDAY, the 11th day of MAY, 1923.

Copies of the full Prospectus and Form of Application can be obtained at the Office of the Company, or from the Company's Solicitors or Bankers.

This Notice is not to be regarded as an invitation to the public to subscribe for Shares and application will only be received on the footing of the full Prospectus and in the Form issued therewith.

Dated this 27th day of May, 1923.

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THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone C. 4300.

BUYERS OF CANTON ICE.

HONGKONG REALTIES.

PEAK TRAMWAYS.

SINCEZ COMPANIES.

WATSON & CO.

SELLERS OF CHINA LIGHTS.

CHINA DISPENSARIES.

HONGKONG CEMENTS.

HONGKONG CONSTRUCTIONS.

HONGKONG ESTATES.

ON LOK YEN RESTAURANTS.

[807]

LADIES and GENTLEMEN suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SIN" WORKS, Borden-square (H.P.), Calcutta (India).

[103]

FOR SALE.

A "Twin-six" 7 Seater "PACKHARD" TOURING CAR. A Super-six HUDSON LIMOUSINE—Special Body. Both Very Fine Hill Climbers and guaranteed in Perfect Condition.

Apply—P. H. HOLYOAK, HOLYOAK, MASSEY & CO., LTD., Queen's Buildings.

811

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply.

UNION INSURANCE SOCIETY OF CANTON, LTD.

[169]

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

PERCY SMITH, SETH & FLEMING.

1632

TO LET.

FURNISHED, 2, STEWART TERRACE, PEAK.

Apply.

H. E. POLLOCK, General Agents, Prince's Buildings.

774

INTIMATIONS

NOTICE.

WE have authorized Mr. K. KASTMANN to Sign our Firm Per Proclamation as from THIS DATE on.

BORNEMANN & CO.

Canton, 1st May, 1923.

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NOTICE.

BORNEMANN & CO.

WE have THIS DAY commenced Business as General Merchants, Importers, Exporters and Commission Agents in Hongkong/Canton. The Firm of ZEDLIUS WESTPHAL & CO. CANTON, has been taken over by us as a Going Concern.

BORNEMANN & CO.

Temporary Office in Hongkong: No. 296, Des Vaux Road Central, Hongkong/Canton, 1st May, 1923.

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SUZUKI & COMPANY.

NOTICE.

NOTICE IS HEREBY GIVEN that the Business heretofore carried on by SUZUKI & CO., LTD., has been taken over by SUZUKI & CO., LTD., a Company established and registered in the Empire of Japan, with a Capital of Yen 50,000,000 (Yen 50,000,000 paid up).

NOTICE IS FURTHER GIVEN that SUZUKI & CO., LTD., will manage and continue all the Business entered into by SUZUKI & CO., and will be responsible for the due payment of all liabilities of that Firm.

SUZUKI & CO.

By their Attorney,

ICHIRO KAWAGUCHI.

SUZUKI & CO., LTD.,

By their Attorney,

ICHIRO KAWAGUCHI.

1st May, 1923.

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THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 25th day of MAY, 1923, (NOT Thursday, the 24th day of May, 1923, as originally advertised), at Noon, when the Subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, will be submitted for confirmation as Special Resolutions.

1.—That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, and with a view thereto this Company be wound up voluntarily and that Honorary Francis Surry of Victoria, in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding up.

2.—That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with The Hongkong Land Investment and Agency Company Limited, upon the terms (inter alia) of the acquisition by The Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of The Hongkong Land Investment and Agency Company Limited of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of that Company for each share of \$100 each of this Company, be and the same is hereby approved and that the Liquidator be and he is hereby authorized, pursuant to Section 185 of The Companies Ordinance 1911 to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria, aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, aforesaid, Solicitors to the Company.

3.—That the aforesaid 40,000 shares of the Hongkong Land Investment and Agency Company Limited shall in pursuance of clause 6 of the aforesaid Conditional Agreement be allotted as and from the 2nd day of July, 1923, to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the said Special Resolution confirming the said Agreement.

Dated this 4th day of May, 1923.

By Order of the Board,

L. S. GREENHILL,

Secretary to the General Managers.

N.B.—The necessary steps are being taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of 4,000,000 of The Hongkong Land Investment and Agency Company Limited into four fully paid-up shares of \$25 each and thereafter to increase the said Capital from 4,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each.

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THE CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Underigned on THURSDAY, the 10th MAY, 1923, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1922.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 28th instant to the 10th May, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents, Hongkong, 10th April, 1923.

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INTIMATIONS

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Limited, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 25th day of MAY, 1923, at 11.30 A.M. O'CLOCK, in the Forenoon, when the Subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, will be submitted for confirmation as Special Resolutions.

1.—That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting.

2.—That the new Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of a substitution for all the existing Articles thereof.

Prints of such new Memorandum of Association and new Articles, also prints of the existing Memorandum of Association and Articles may be seen at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria, aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Vaux Road Central, Victoria, aforesaid, Solicitors for the Company, and the portions of the proposed new Memorandum of Association and new Articles which differ from the existing Memorandum of Association and Articles are indicated by being underlined in red.

Should the first of the above Resolutions (No. 1 above) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that should the Second of above Resolutions (No. 2 above) be confirmed as a Special Resolution by the requisite majority the above mentioned Extraordinary General Meeting to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing, the following further Resolutions as Extraordinary Resolutions namely:—

1.—That each of the existing 50,000 fully paid up shares of \$100 each constituting the Company's present Capital of 5,000,000 be divided into four fully paid up shares of \$25 each so as to make such Capital of 200,000 consist of 200,000 fully paid up shares of \$25 each.

2.—That after the division aforesaid, the Capital of the Company be increased from 5,000,000 consisting as aforesaid, to 10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 new shares of \$25 each—40,000 of such new shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate Limited duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Should the above-mentioned Resolutions (3 and 4 above) be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.

Dated this 4th day of May, 1923.

By Order of the Board,

St. L. S. GREENHILL,

Secretary.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 24th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923.

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BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 24th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923.

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THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1923, at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1922, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 24th May, both days inclusive.

By Order of the Board,

PAUL LAUDER,

Acting General Manager.

Hongkong, 4th May, 1923.

[800]

INTIMATION

JOHN DEWAR & SONS, LTD. PERTH SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL" FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE 610.

ACKNOWLEDGMENT.

Mrs. MARIA VICENTA DAS DORES BRITO GUTIERREZ (wife), Mr. and Mrs. FRANCISCO MARIA GUTIERREZ, jr. (son and daughter-in-law), and Miss CECILIA MARIA GUTIERREZ (daughter) all absent at Manila; and Mrs. MARIA EMILIA GUTIERREZ (daughter), Mr. RAUL GUTIERREZ (son-in-law), and the grandchildren, brothers and their wives, sister, brothers-in-law, nephews and nieces of the late FRANCISCO MARIA GUTIERREZ, beg to thank their friends for the many expressions of sympathy in their recent sad bereavement, and also those who attended the funeral.

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HONGKONG OFFICE: 10A, DES VAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27th, 1923.

RUSSIA AND JAPAN.

The outcome of the negotiations between Russia and Japan which are now in progress will be awaited with much interest, throughout the world. M. Joffe, the Soviet representative, who has been in the Far East now for many months seeking to negotiate agreements with both China and Japan, appears to have made it quite clear in the discussion with Viscount Goro that he is officially uninterested in minor questions "unless the major question of recognition of the Soviet Government is first settled." It is, however, generally understood in Japan that M. Joffe is prepared to offer large concessions to induce Japan to accord the Soviet Government official recognition. Japan is vitally interested in the subject of fishing rights in the Maritime Province of Russia, and the Soviet Government has been withholding permission to Japanese to exercise such privileges pending some proposal from Japan involving recognition of the Soviets. We have been hearing a lot also about Japan's ambition to acquire oil rights in Saghalien. The Soviet sometime ago granted a concession to an American syndicate for the exploitation of oil, natural gas and bitumen in

Saghalien for thirty-six years, but in well-informed Russian circles the granting of this concession appears to be regarded simply as a move calculated to embroil America and Japan for the advantage of Russian Bolshevism. The concessionaire undertake to pay the Russian Government 5 per cent. of the price of all products sold; and the contract may be annulled if the American Government takes hostile action against Russia or if, at the end of five years, it does not recognise the Soviet Government. A correspondent of a London paper learnt from trustworthy sources in Moscow that though there is oil in Saghalien, it is so deep down as to be valueless for practical exploitation. It is also impure, and the cost of removing the impurity would be prohibitive, even if the oil were to be found on the surface. So far, however, there is no mention of the oil question in the cables relating to the negotiations which are in progress between Viscount Goro and M. Joffe. The point of greatest interest is that although the Soviet has granted this oil concession to an American syndicate while there is not the faintest prospect of American recognition of the Soviet Government, as Mr. Hughes made perfectly clear in a public statement some weeks ago, the Soviet Government, in its dealings with Japanese interests, would appear to be insisting on recognition as a condition precedent to granting concessions. Reuters's correspondent at Tokyo in a recent message concerning the negotiations which were then pending, said the more conservative official and other elements in Japan oppose recognition on the ground that it is premature. Some well-informed personages go so far as to maintain that the efforts for a Russo-Japanese rapprochement have already become a dangerous factor in the political situation. Other well-informed personages, interviewed by Reuters's correspondent, asserted that Viscount Goro has hazarded his future political ambitions upon bringing Japan and Russia together to form the nucleus of an entirely new Quadruple Entente, but the most influential quarters in Japan are already determined against him. Conservative leaders positively asserted that Viscount Goro has failed to establish a footing for negotiations. To-day's cable makes it clear, nevertheless, that negotiations have been definitely entered upon and it appears that there have been strong rumours afoot that Japan may be induced to see the Soviets in a more favourable light if Moscow is willing to permit Japan to occupy and enjoy the rights of Saghalien indefinitely by lease or by sale. No doubt; but M. Joffe is seeking recognition first. The rest may be expected to follow in due course, but we doubt if Japan at present is any more prepared to recognise the Soviet Government than is Great Britain, France or the United States of America.

The Manila Observatory yesterday reported a cyclone or typhoon near or over Balingtang Channel moving East.

Major-General Sir John Fowler, G.O.C., returned to the Colony yesterday from Shanghai by the Empress of Asia.

Mr. Bertram Giles, C.M.G., who has been serving as Senior Delegate on the Weihaiwei Commission, has left on Home leave.

Messrs. Holyoak, Massey & Co., Ltd., have been appointed agents at Canton of the Pacific Mail Steamship Co. and the Ellerman Line.

There was a case of plague in Victoria on Sunday, also, one case of smallpox, one case of enteric fever, one case of paratyphoid fever, all were Chinese cases.

The master of a junk was sentenced to a month's hard labour, and given the option of a \$15 fine at the Marine Court yesterday, for carrying an excessive number of passengers.

Yesterday was the anniversary of H.M.'s the King's accession to the Throne, and, in honour of the occasion, the British warships in port dressed ships and a salute was fired at noon.

The body of a Chinese woman was discovered by the police at the rear of No. 11, Lansdale Street on Sunday night. A girdle was tied round her neck. The circumstances of the case point to suicide.

The Japanese papers say that a drought in the Pescadores, which was becoming very serious, broke up on the occasion of the Prince Regent's visit and was taken by the inhabitants as clear proof of his divine power.

The Hongkong and Kowloon Taxicab Co., Ltd., is writing subscriptions at par for 49,000 shares at \$10 each. An advertisement on the subject appears in another column.

A licensed opium seller's shop at No. 13, Kai Yee Road, was entered at midnight on Sunday by three robbers "armed with chisels." They tied up the master and dragged him into the kitchen and then ransacked the premises, stealing \$15 in money and \$20 worth of opium.

A coolie, discovered on board the s.s. *Amakusa-maru* with a new wooden shoe under his coat, and having had no permission to board the boat, was arrested on a charge of boarding the vessel without permission. He was sentenced to a month's hard labour at the Marine Court yesterday.

Five men boarded a Shaikwan junk, from a rowing boat on Sunday evening just outside Lyceum Pass, as the junk was on a voyage to Taiipo. They held up the crew of three men and stole two bags of rice and a quantity of money and clothing to the value of \$53. The pirates were armed with knives.

Their Lordships the Chief Justice (Sir William Rees Davies), the Chief Judge of H.M. Supreme Court in China (Sir Skinner Turner), and the Puisne Judge of Hongkong (Mr. E. H. J. Gompertz), considered the Penang Will Case appeal in Chambers on Saturday afternoon, and on the application of Mr. G. K. Hall Brutton, the appeal was postponed till the next sitting.

"Great changes" are impending in China. According to the *Shunpao*, a Chinese newspaper published in Shanghai, a large red star appeared in the sky in the south-east on Sunday night. When it passed over the city towards the north-west it made a sound louder than thunder. According to a superstition, the people state, this means that there are shortly to be great changes in China.

The Chinese Government has conferred the Order of the Chiao upon the following gentlemen of Shanghai:—Mr. N. Aall, Consul-General for Norway; Mr. J. Von Haute, Belgian Consul-General; Mr. W. A. A. M. Daniels, acting Consul-General for the Netherlands; Mr. H. Hergel, Consul for Denmark; and Mr. Hugo Weiss, Consul for Brazil, for their work in connexion with the Tariff Revision work in Shanghai a year ago.

The Soviet authorities have ordered the Y.M.C.A. at Chita to be closed (says the *Russian Daily News* of Harbin), "as the work they are carrying on there is not in accordance with Soviet principles and the abolition of religion." On the other hand the Japanese authorities at Seoul at the end of last month closed the general conference of the Y.M.C.A. in Korea on the ground that the discussions were strongly imbued with Communism.

A Chinese was sent to prison for four months yesterday morning by Mr. Lindell for stealing a platinum and gold brooch, valued at \$120, the property of Messrs. Sheriff Brothers, proprietors of a jewellers' shop in Queen's Road Central. The man took the brooch to a pawnbroker's shop where he failed to give a satisfactory account of how he came by it. Investigations made later showed that the defendant had also designed to steal a silver watch-handbag and a gold watch left by customers for repairs. He was then arrested.

The *N.C. Daily News* remarks:—"Mr. Crawford Morgan, of the Royal Hongkong Golf Club, is endeavouring to get a few single figure handicap players to volunteer to devote one evening a week during the summer months to imparting instruction to beginners at Happy Valley. Judging by some of the performances seen on the Shanghai Race Course it would appear that such a system is also much needed here, but even more than that lessons on the most elementary rules of the game and its etiquette are called for." In Hongkong also, especially at Happy Valley and Deep Water Bay.

Two European members of the staff of the British American Tobacco Company have gone to the district where Mr. C. H. Rowson was captured by bandits in order to render any service that may be needed when the victim's release is secured. There is little expectation of his early release. As a matter of policy it is not desired to pay the bandits a large sum of money, otherwise the thousands of other Chinese all over China who are wandering at large to-day, poverty-stricken and yet with arms in their possession, might be tempted to indulge in similar outrages. Nevertheless, the unhappy position of the captive has to be considered, and every effort is being made through official channels to bring about his release.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]REPARATIONS DISCUSSION.
FRANCO-BELGIAN ACTION CRITICISED BY BRITISH PRESS.

LONDON, May 6th.

The text of the Franco-Belgian Note was published too late for detailed comment by the morning newspapers which, however, stress regretfully that Paris and Brussels, by persisting in replying separately, have made the maintenance of Allied unity unnecessarily difficult.

The question remains whether discreetly renewed conversations may not after all evoke a more acceptable and more adequate German offer, and the British Cabinet has now to decide on the form of the British reply.

POSSIBLE ANGLO-ITALIAN JOINT REPLY.

The British view, which it is declared is fully endorsed by Rome, is that while the German offer in its present shape does not afford a suitable basis for negotiation, it could serve as a starting point for serious discussions. With a view to the attainment thereof, it is pointed out that because the French and Belgians have closed the door with a bang, it does not follow that Great Britain and Italy must follow suit, and there is even talk of the possibility of London and Rome sending a joint reply.

BELGIAN AND FRENCH REPLIES IDENTICAL.

BRUSSELS, May 6th.

The Belgian reply was identical with the French and has been handed to the German Chargé d'Affaires.

EARLIER CABLES.

FRANCE'S UNCOMPROMISING REFUSAL OF GERMAN OFFER.

PARIS, May 6th.

The French Note to Germany is a voluminous and uncompromising document. It details Germany's successive defaults and refuses to entertain the German proposals while resistance in the Ruhr continues.

The Note declares that Germany had not even concerned herself about reduced obligations when a partial moratorium was granted. It accuses Berlin of preventing successful co-operation with the workers in the Ruhr and points out that France has spent a hundred milliard francs on Germany's account in restoring devastated regions, while Belgium has advanced fifteen milliards. Germany's offer is insufficient to restore Belgian devastations alone.

The note translates the German offer as a quarter of the sum originally fixed, with a complete moratorium until July, 1927. It concludes that the German Note is part of a systematic revolt against the Treaty, which, if entertained, would lead to the total destruction thereof.

The Note mentions that France and Belgium are prepared to offset part of the reparations due against Inter-Allied debts. It points out that the twenty milliards offered, if discounted, would be worth only 15,750 millions. It rejects the proposed replacement of the Reparations Commission by an International Commission as meaning an abandonment of the Treaty guarantees. It stresses the vagueness and illusory nature of Germany's intimations regarding security and guarantees, and intimates that France and Belgium are not prepared to change their resolve to re-occupy the occupied territories as payments are effected.

Finally, in biting language, the Note sums up Germany's cool demands like a most-favoured-nation clause, saying: "For four and a half years, the French and Belgian Governments must wait patiently, without pledges or guarantees, until it pleases the German Government to make an arrangement convenient to it to offer an indemnity or infinitesimal sum, and must even evacuate the Ruhr, which was only entered in order to obtain the guarantees and pledges to which we are entitled and which have been refused—and in return for all these sacrifices they will receive once again soft words on paper."

QUESTION OF A JOINT COMMUNICATION.

LONDON, May 6th.

In connection with the delay in presentation of the Franco-Belgian reply to the German Note, diplomatic correspondents state that the British Government is of opinion that concerted action by the Allies is the only chance of reaching a reparations settlement. It has been pressing that the Note should be answered by the Allies as a whole. It is understood that the French and Belgian Governments' attitude is that in view of the bad impression created in France and Belgium by the German proposals they must reply with the least possible delay, and France and Belgium are alone occupying the Ruhr for this policy of constraint, but when Germany makes satisfactory proposals the Allies must act conjointly.

GOVERNMENT HOUSE CONCERT.

ANOTHER SUCCESSFUL ENTERTAINMENT.

The second concert in aid of maternity welfare work in London was organized at Government House by Lady Stubbs last night. The entertainment was equally as delightful as the last, and a good deal of praise is due to the contributors for their efforts. The programme was opened with a piano solo by Mr. Eric Rice, whose interpretation of Greig's "Primo Erotique"—(Melodie—Berceuse, A Ten Pies, Jour de Noce, Souvenir) was a delight to the ear. Mr. Rice's mastery of the keys is well known in Hongkong and his interpretations throughout the evening, both in his capacity as accompanist, and in his individual efforts fully upheld a well deserved reputation. Mr. G. H. Piercy, the possessor of a very pleasing baritone followed with three very old favourites. "I must go down to the Sea again," "Come away from wealth and fashion," and Helen Taylor's melodious gem "I've songs for camp and bow'r and Hall." Mrs. Aubrey, a violinist of local repute, gave two really beautiful renderings of Massenet's "Meditation" and Gabriel Pierné's "Serenade." This concluded the first part of the programme.

The second half of the entertainment was opened by Miss Millicent Nicholl, with "The Shepherd's Song," "My Heart and Lute," and "On the Ling Ho." Miss Nicholl is the fortunate owner of a very natural and unaffected soprano voice which holds out a peculiar appeal of its own. Her only fault, it must be said, was that at the beginning of each item she very obviously suffered from nerves. Mr. and Mrs. Cold gave a very pleasing rendering of the duet "When all the Fields and Valleys" and thoroughly earned the vociferous encore which fell to their lot. An excellent programme was concluded with the perfect rendering of Schumann's "The Prophet Bird," and Liszt's "Sposalizio" Mr. Eric Rice.

LATEST CABLES.

IRELAND'S "TRUCE"

ENDS IN A RESUMPTION OF HOSTILITIES.

LONDON, May 6th.

Signs that the Irish "Irregulars" are resuming activities are increasing. A two-hour attack was made on Dundrum barracks in Dublin last night. The troops replied, but there were no casualties.

The house of Senator Fitzgerald was simultaneously subjected to a heavy fire.

KING AND QUEEN REACH ITALY.

ROME, May 6th.

Their Majesties King George and Queen Mary have crossed the frontier.

EARLIER CABLES.

NEW GLIDER FLIGHT.

FRENCH AIRMAN CROSSES THE ENGLISH CHANNEL.

CALAIS, May 6th.

The French airman, M. Barbot, crossed the Channel on a glider, fitted with a motor. He landed at Lympne and returned to Calais, taking approximately an hour each way, thus winning the £100 prize of 25,000 francs for the first airman in a motor-fitted glider crossing and re-crossing the Channel without consuming more than three litres of petrol.

THE RETURN FLIGHT.

Barbot's return occupied 44 minutes. The 15 horse-power engine used consumed 16½ pints of petrol on the 75-mile journey.

CARPENTIER BEATS NILLES.

WINS FRENCH HEAVYWEIGHT CHAMPIONSHIP.

PARIS, May 6th.

In a fifteen rounds contest for the French heavyweight championship, Carpentier knocked out Nilles in the eighth round.

The match took place in glorious weather before 25,000 people. Carpentier was somewhat lackadaisical at the start. Nilles in the second round got in a splendid right to Carpentier's stomach, followed up with two more blows. In the fourth round he landed a hard left to the ribs, rousing Carpentier into something like his old form; he thereupon sent Nilles down to a count of seven in the sixth round and hammered him with lefts and rights in the face in the seventh round, knocking him out in the eighth round with a terrific right to the jaw, followed up by a left. Nilles was plucky but slow. Carpentier was not the Carpentier of old.

FINAL MATCH OF BILLIARDS CHAMPIONSHIP.

LONDON, May 6th.

At Holborn Hall in the final of the professional billiards championship, the half-way scores were: Smith 8,000 and Newman 6,491.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

SHANGHAI-PEKING TRAIN OUTRAGE.

TWENTY FOREIGNERS, INCLUDING SIX LADIES, KIDNAPPED.

STORY OF THE OUTRAGE BY ESCAPED FOREIGNERS.

SHANGHAI, May 6th.

With regard to the derauling of the Shanghai-Peking express train by bandits and the capture of several foreigners, Reuter's Peking correspondent says the bandits, numbering a thousand, are believed to be recently-disbanded Anhui troops.

The Ministry of Communications has sent a special train to Lincheng, the scene of the outrage, to investigate, and has also wired to Tsao Kun and the Tsuchuns of Shantung, Anhui and Kiangsu to take immediate steps to suppress the bandits and obtain the release of the captives, owing to the effect upon foreign relations.

The attack occurred at 2.50 in the morning. The bandits carried off many passengers, the number of foreigners being unknown. Twenty-three Chinese and six foreigners escaped.

THE VICTIMS' NAMES.

SHANGHAI, May 7th.

The following are the names of most of the foreigners who travelled on the derailed train, with nationalities where it is possible to give them:—Mayer and wife, Mr. G. D. Musso and wife, and Miss Carole (all Italians); Mr. A. L. Zimman, Mr. V. Haimovitch, Mr. L. Friedman, Mr. J. A. Henley, Mr. L. Solomon, Mr. and Mrs. Pinger and two children, Mr. J. B. Powell, Major Allen, wife and child, Miss L. T. Aldrich, Miss Macfarland, Miss Schenberg, Messrs. F. and E. Elias, Mr. E. Gonsberger (all believed to be Americans); Mr. F. H. Day (British); Mr. M. O. T. Saphiere. It is impossible yet to say how many of the foregoing were captured.

Such an outrage on the main line from Shanghai to Peking is unprecedented. The passengers were all sleeping in their berths when one of the coaches was derailed and the bandits boarded the train. A scene of great confusion and terror followed while the brigands sacked the train and compelled passengers at the rifle point to alight. They were immediately surrounded and when the train was pillaged most of the occupants of the first-class and second-class compartments, foreign and Chinese, were, according to report, carried off.

BANDITS REMOVE ALL MAILS AND BAGGAGE.

The foreigners also included Mr. Jacobsen and Mr. F. W. Pratt and wife. Mr. Gonsberger, previously mentioned, was French. Mr. Haimovitch escaped. Reuter learns from the Shanghai-Nanking Railway that the bandits selected the time and place when three of the most important trains pass within three hours. They removed the fishplates and twisted the rails.

It is presumed that the brilliant headlights carried by this train showed the driver that something was wrong and enabled him to avoid a worse catastrophe than the derauling of only a third-class carriage and the mail brake van. The bandits removed all the mails and baggage.

The total number of passengers was 74, including 33 foreigners. Latest reports say that ten foreigners and 20 Chinese are safe.

BRITISH SUBJECT KILLED.

PEKING, May 7th.

The foreigner killed at Lincheng was a British subject whose name is variously given as Roudel or Rothman. The foreigners who were kidnapped total 20. Private wires to Tientsin state that an American, Major Pinger and his two sons were among the captives, but Mrs. Pinger escaped. An American named Zimmermann also escaped.

TIENTSIN, May 7th.

Additional arrivals this morning from Lincheng include Messrs. Haimovitch, Henley, Zimmermann and Mrs. Allen whose husband, Major Allen, was kidnapped.

Later reports received by the railway authorities state that Mr. F. Elias was killed, but up to the present confirmation of this report has been impossible. The Elias brothers are Frenchmen, not Americans.

DETAILS OF THE BANDITS' ATTACK.

TIENTSIN, May 7th.

A party of escaped foreigners from Lincheng, including Messdames Robert and Pinger and the latter's younger son arrived this morning.

Interviewed by Reuter's representative, the ladies state that both their husbands, who are majors in the American medical corps and infantry respectively, and Major Pinger's elder son have been kidnapped.

The bandits started firing on the train before the deraiment, and all the windows were smashed with hatchets when the train was brought to a standstill.

The bandits boarded the train and robbed the passengers of all their valuables, visiting the coaches three times. The one foreigner who was killed was unknown to the ladies.

BRUTAL TREATMENT OF FOREIGN CAPTIVES.

Nearly two hours after the bandits had stopped the train a warning whistle was blown, and the bandits decamped with their captives. A few foreigners escaped by hiding in the long grass, but over twenty were carried off including six ladies.

The passengers who were kidnapped were mostly in their night attire and without boots, suffering a terrible ordeal in having to walk miles over rough country in the night time, hustled by the brutal guards.

LIST OF KIDNAPPED FOREIGNERS.

PEKING, May 6th.

The British subject who was killed at Lincheng was named Joseph Rothman. Another British subject, Mr. Rowlett, (Manager of Reis and Company, Tientsin) who was in the passenger list has failed to arrive at Tientsin with the refugees. It is feared that he was among those kidnapped, who are believed to include Miss Aldrich, (Mr. J. D. Rockefeller's sister-in-law) with her travelling companion and French maid, Mr. Scripps, proprietor of the United Press, Mr. J. B. Powell, Major Pinger and his two children, and Captain Allen. Other Americans who are believed to have been captured include Messrs. Levy, Lee, Henley and Solomon. Altogether it is believed that 30 foreigners were on the train, of whom one was killed and ten escaped.

DISBANDED SOLDIERS TURN BANDITS.

The party of 1,000 brigands who attacked the train are part of a force of over 4,000, who have their stronghold in the neighbouring mountains. They are mostly Anhui troops who were recently disbanded.

The vernacular newspapers report that ten Chinese passengers on the train were killed, but this is unconfirmed.

Later reports from Peking state that the mails from the attacked train have arrived safely. There were over 200 passengers on the train.

RUSSO-JAPANESE CONVERSATIONS.

TOKYO, May 6th.

M. Joffe and Viscount Goto had a lengthy conversation to-day on the fisheries question, of which the latter urged a prompt settlement. M. Joffe declared that he could not be officially interested in that or other similar issues unless the major question of the recognition of the Soviet Government was first settled, but he stated that from his personal friendship with Viscount Goto he would be willing to refer the dispute to the home Government and recommend a speedy arrangement whereby the Japanese fishers would obtain the necessary permits to proceed to the fishing grounds.

BRITAIN'S AIR DEFENCES.

"OBSERVER" CONDEMNS SINGAPORE SCHEME.

LONDON, May 6th.

The Observer states that as long as the British air defences remain far beneath the one Power standard, and there is no concrete sign of our even seeking to approach it, the heart of the Empire enjoys security only on sufferance. It is almost incredible that the Government should be labouring on a costly dock project for Singapore while it permits a situation to continue that would leave Singapore and all other outposts of the Empire to be consumed by an enemy as easily as the leaves of an arbutus. Very possibly the dock scheme is, sound enough in detail in any duly proportioned system of Imperial defence, but what would be the good of Singapore if London be wiped out?

THE MENACE OF CIVIL WAR

AND THE NEED OF AVERTING IT

[BY PUTNAM WEALE.]

The continuous movement of supplies towards the Jehol-Chifengow line remains the dominating feature of the present situation in North-China. The entire reserve, accumulated during one year from the Tschow arsenal in Shantung are said to have already been moved away, 18 million rounds of small-arms ammunition in all.

NIGHT TRAFFIC.

The night watchers in Peking have also reported a considerable movement of army transport carts through the streets of the capital all heading north, the value of night movements in accordance with ordinary modern military practice being well understood in China. Great piles of army blankets in bales, stamped with the long name of the oldest foreign firm in China, have been noticed in these trains; also all the paraphernalia of the bivouac. There is clear warning, therefore, that great preparations are most actively proceeding—and that nothing so far to arrest those preparations has been attempted by those (including the Chinese Government) who pledged themselves little more than a year ago at Washington by solemn treaties to reform measures of the most far-reaching character, including the disarmament of troops. A heavy share of blame will therefore attach to every one of the Powers if, with these preparations going on right under their eyes, they allow the dogs of war to be unleashed.

THE STORM CENTRE.

Where is the main "governor valve" at present? Not in North-China. Much, if not everything, depends on the march of events round Canton, where Dr. Sun Yat Sen, a Cantonese in his own province, is struggling with invaders sent against him not by the Central Government but by the Military Camarilla of Loyang. Using Kwangsi troops, just as the Manchus used to, a battering ram, a deliberate attempt is being made to revive exactly the same system of superimposed military rule as obtained during past centuries, a rule which depends not on principles but on persons and which therefore must sooner or later collapse. This is the Wu Pei Fu formula for unification—a formula which one would have thought had been hammered sufficiently out of shape in Europe during the past nine years not to be picked up from the junkheap by men belonging to the oldest civilization in the world and acclaimed by them as a gem.

PROSPECTS FOR THE FUTURE.

Briefly put, things are like this: if Dr. Sun Yat Sen receives sufficient support to hold up the unification scheme in his own province, then after a month or two the other Central and South China provinces, which have been threatened with the same medicine will come into action, and the Navy will steam up the Yangtze necessitating a concentration of all available northern forces in Central China. If, on the other hand, Dr. Sun Yat Sen is again driven out of Canton, then the riverine and coast provinces will do nothing more than they are doing at present—which is biding their time.

But here in the North, encouraged by success elsewhere, the Chihli forces, constantly reinforced and constantly moving northwards and eastwards, will drift into collision with the Fengtien forces North of Shanhaikwan and west of the Liao River. We may then expect very desperate fighting which will paralyse commerce and inflict the heaviest losses on the whole community. That this fighting, owing to its proximity to two foreign Powers with land-frontiers and large vested interests, cannot be localized is certain. It will mean the intervention of factors whose ultimate influences cannot be foreseen but which must prove supreme.

LAST YEAR'S ARMISTICE.

What, in such circumstances, can be done to arrest the progress of such developments? Are there any possible starting points for an active and solicitous diplomacy? I believe there are. First, it should not be forgotten that the fighting was stopped last year by an armistice arranged at Shanhaikwan, by mutual request, on board a British cruiser. The terms of that armistice could be very properly made the subject of examination by the whole Diplomatic Body which has been accredited to China mainly to see that peaceful trade as laid down by the Treaties can be carried on. The signatories can be categorically asked to pledge that they adhere to the terms. Secondly, the Protocol of 1901, which is still the binding commitment in North China, having been twice rendered nugatory since the spring of 1922 in its railway clauses, might form the basis of a proposal for a complete demilitarisation of the Peking-Mukden Railway. Thirdly, steps might be taken to ascertain what are the wishes of the Chinese people generally in regard to their country and the settlement of their domestic difficulties. The President could very properly be made the channel of communication between the Powers and the people of China who have a right to be consulted through their provincial assemblies, their guilds and their chambers of commerce, since sooner or later they must be consulted in regard to taxation reform as covered by recent international engagements.

(Continued at foot of next column.)

THE SHANGHAI RACES.

FIRST DAY'S RESULTS.

The Shanghai Spring Race Meeting opened yesterday and we append the results of eight of the eleven of the first day's races, the results of the fourth, fifth and tenth not having come to hand. In the first race—the Chetco Cup (one mile and three furlongs)—Mr. Henry Morris's Mar. field (Mr. Heard up) tied with the previous best record made by Tynede at the Spring meeting in 1922, covering the distance in 2mins. 53.2-seconds.

In the seventh race for the Nankin Cup, two well-known Hongkong ponies, Spotted Sand and Roman Republic came in second and third respectively. Mr. Pennyfield securing first place.

Results:—

1.—THE CHETCO CUP.—One Mile and three furlongs.

Mr. Henry Morris's Mar. field (Mr. Heard) 1

Capt. R. E. Sassoon's Castles (Mr. Sassoon) 2

Mr. Wm. McBain's Nankin (Mr. Brand) 3

Time: 2mins. 53.2-seconds.

2.—THE CRITERION STAKES.—One Mile.

Mr. Campox's Old Bill (Mr. Bremer) 1

Mr. and Mrs. White's White Knight (Mr. Moller) 2

Mr. Toeg's Conqueror Dublin (Mr. Vida) 3

Time: 2mins. 53.2-seconds.

3.—THE GRIFTH'S PLATE.—Three Quarters of a Mile.

Mrs. Isabel Moller's Toplight (Mr. Moller) 1

Messrs. Arnold and Sassoon's Roman Oriole (Mr. Hill) 2

Mr. Dugor's Kashmir (Mr. Johnston) 3

Time: 1min. 30.3-seconds.

4.—THE HART LEGACY CUP.—Half Mile.

Mr. John Peel's Christmas Gift (Mr. Johnston) 1

Mrs. C. R. Burkill's The Kind (Mr. Brand) 2

Mr. Toeg's Archer (Mr. Vida) 3

Time: 57.1-seconds.

5.—THE NANKIN CUP.—Three Quarters of a Mile.

Mr. Henry Morris's Pennyfield (Mr. Heard) 1

Mr. Dynasty's Spotted Sand (Mr. Johnston) 2

Messrs. Arnold and Sassoon's Roman Republic (Mr. Hill) 3

Time: 1min. 30.3-seconds.

6.—THE KIANGSU CUP.—One Mile and three quarters.

Mr. Henry Morris's Danesfield (Mr. Heard) 1

Mr. John Peel's Social Union (Mr. Johnston) 2

Mr. Day's Salvation (Mr. Dallas) 3

Time: 3mins. 43.4-seconds.

7.—ECLIPSE STAKES.—One Mile and a Quarter.

Messrs. Stitt and Stephen's Cock of Th North (Mr. Bremer) 1

Messrs. Lalouch and Bauld's The Dart (Mr. Knoll) 2

Mr. John Peel's Silverspur (Mr. Johnston) 3

Time: 2mins. 34.4-seconds.

11.—THE HONGKONG PLATE.—Seven Furlongs.

Mr. John Peel's Harry, if Hereford (Mr. Johnston) 1

Mr. Toeg's Archer (Mr. Vida) 2

Messrs. N. L. Sparks and D. Brand's Wild Life (Mr. Hill) 3

Time: 1min. 47.4-seconds.

A COMMON DUTY.

These things suggest themselves immediately since they are measures which have become commonplace in Europe since the war and which only an inherited indifference has prevented from being applied to China. A national referendum on provincial autonomy seems an absolutely necessary step just as it has proved absolutely necessary in many European provinces. There is imminent danger of a general state of law supervening in China through lack of such timely measures. It is the bounden duty of all to prevent that state of war. To no body of men do these remarks apply more strongly than to the Diplomatic Body which is in a position to influence the development of the situation by activities which never need overstep the bounds of prudence and diplomatic precedents.

THE PRESIDENT.

The President is on the side of peace and is the nation's chief. He was at the head of the movement which created the Republic twelve years ago, when the men who are now disturbing peace were unknown and unwanted. Have any diplomatic steps been taken, one may reasonably inquire, to strengthen his stand which is in strict accordance with Washington decisions? Is the connexion between deposit on metropolitan salaries and foreign loan service, and the constant carrying-off of the Salt and Railway revenues to Peking and Loyang officially recognized? Has the simple expedient ever been broached of ruling that, until the Constitution has been voted and promulgated, Salt revenue can only go to metropolitan administration and defence, cheque requiring the counter-signature of the Foreign Chief Inspector? And do the powers, in spite of all the compacts entered into in America, propose to remain inactive this spring and summer until, as in 1900 it is too late!—Far Eastern Times (Peking).

NAPIER JOHNSTONES

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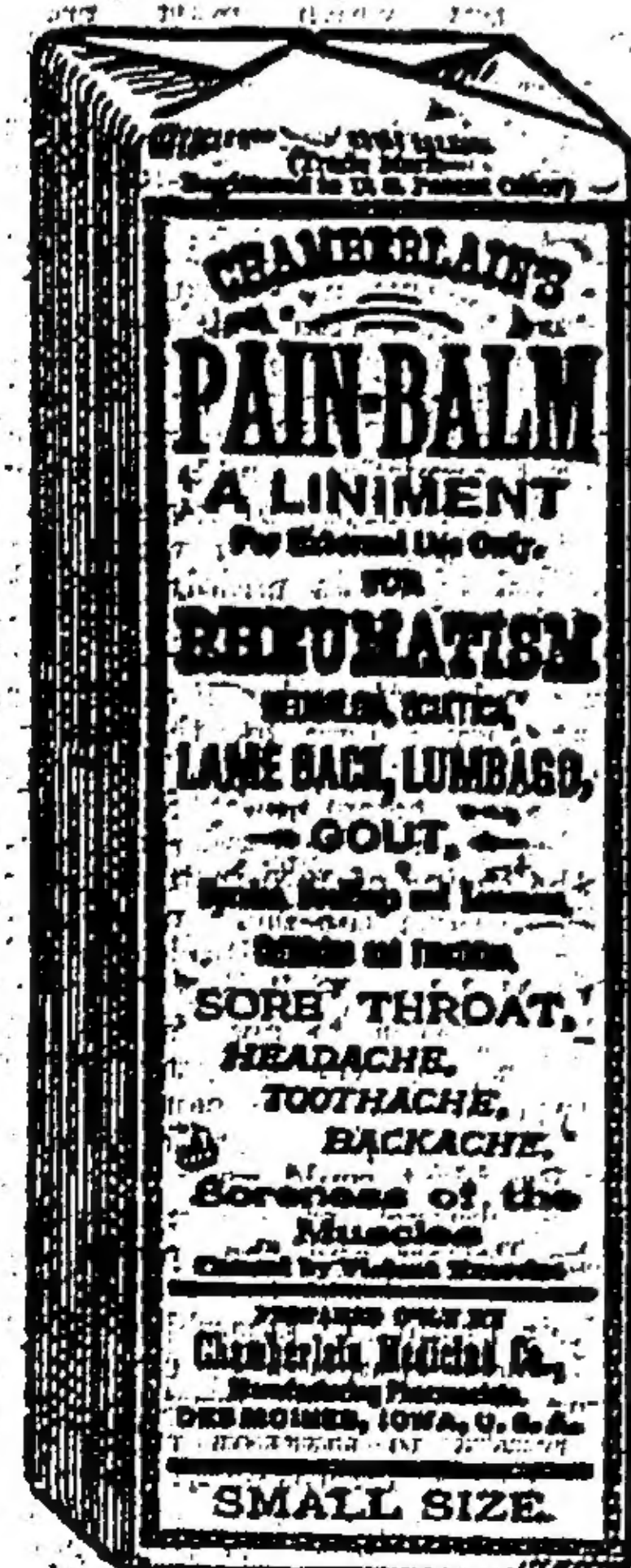
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STAPLE INN HALL SAVED. DEATH-WATCH BEETLES HAVOC REPAIRED.

Staple Inn Hall, which like Westminster Hall, has been attacked by *Xestobium* *tesellatum*, the death-watch beetle, has been saved only by great industry and patience. The long task of renovation and repair is now nearly over, and very soon this ancient building, standing in a sequestered corner of Old London, will be habitable again.

Staple Inn, leading away southward from Holborn under the overhanging eaves of the Tudor houses that face the end of Gray's Inn-road, is at present littered with a miscellany of building materials, and timber and scaffolding still obscure the exterior of the Hall. Inside the building are the benches and ladders of carpenters and joiners, and through the maze of poles and spars shine dimly many exquisite stained-glass windows bearing the arms and names of bygone Principals who once reigned in Staple Inn. But all this litter will soon be cleared away, and the ancient oak in wall and roof and the brilliant blues and reds and yellows in the heraldic devices on the windows will be revealed again in their original beauty.

Staple Inn Hall is the property of the Prudential Assurance Company, by whom it was acquired from the Ancients of Staple Inn in 1864. The present tenants are the Institute of Actuaries. The Hall is by no means so old as the Inn. In the latter, in the fourteenth century, the wool-staplers carried on their business, but they appear to have been sent back to Westminster by Richard II., and in 1378 it became an Inn of Chancery. An oriel window in the Hall bears witness in one of its panels to the sojourn of the merchants in the Inn. The Steward House, or Staple House, was the ancient Custom House, and the merchants of the steelyard, says Mr. Cato Worsfold, were so called from their trading almost entirely by weight and using the steelyard as their apparatus. At one time the Hall was vested in a Principal and eleven Ancients, and had its place in the legal life of the Inns. The roof of the Hall dates from 1591.

From inquiries made at the Estate Department of the Prudential Assurance Company, it appears that the failure of a timber merchant, who had been made by the insects were almost large enough to contain a man's body. The method used to destroy the host of beetles and their eggs and larvae in the wood was similar to that Westminster Hall—namely, the forcing of a very powerful insecticide, containing a solution of cedarwood oil, into the wood, after clearing away dust and decayed matter. The surface of all old and new wood also was sprayed. In some cases steel reinforcements have had to be used to strengthen the impoverished oak.

The end of these activities will be that Staple Inn Hall will be preserved in its original beauty and another protected battle with *Xestobium* *tesellatum* will have been won.

LABOUR AND THE KING.

LADY ASTOR'S DINNER PARTY.

A Labour member's wife, describing Lady Astor's dinner party at St. James Square, where members of the Labour party and their wives met the King and Queen, says when the King and Queen arrived the guests were divided into two lines to welcome them. Lady Astor took the King down one line and Lord Astor conducted the Queen along the other, and both the King and Queen shook hands with all who were present.

The guests were again divided into two sections at dinner, when the Queen sat with Lord Astor at one oval table and the King with Lady Astor at another oval table.

After dinner, when the women withdrew to the drawing room, an armchair was placed by the fire for the Queen.

"Mrs. Dash is a Bolshevik, ma'am," said Lady Astor as she presented me.

"Indeed, I am not your majesty," I hurriedly interposed.

"I know Mrs. Dash is not a Bolshevik," said the Queen reassuringly.

I then explained to Her Majesty that Bolshevism was dying out of fashion, and that there were no Bolsheviks in this country. Presently the Queen asked after my family, and I asked after her grandson.

"Oh, he is splendid," she replied. "He now weighs eight pounds." I was presented to the King later in the evening.

I was charmed by the wonderful memories of both the King and Queen. They seemed to remember everything about everybody. I had expected that it would be over fairly early and that we should be home by eleven, but this was not the case.

It was ten minutes to twelve before the King drew out his watch and announced that he had no idea that it was so late. Immediately after the King and Queen had left of course we all went home.

LOST WEDDING CAKE.

WORRIES OF POSTMASTER-GENERAL.

Troubles which afflict the Postmaster-General was described recently by Sir William Joynton-Hicks, who has just taken over that office, at a City of London Tradesmen's Club luncheon at the Cannon-street Hotel, Cannon-street, E.C.

Dealing with the work of the Post Office last year, he pointed out that there had been 700,000,000 telephone calls, 700,000,000 cases of vituperation, and 700,000,000 opportunities of irritability.

If anyone could suggest anything to improve human nature at either end of the wire, he would be most grateful. He confessed that he too had sometimes been as irritable as the telephone girl, and desired to pitch a client downstairs. "But I dare not do it."

A few days ago a man wrote to him asking if he could drop a piece of wedding cake which had got lost in the post.

"I made inquiries in my department," said Sir William. "They replied, 'We have lots of lost pieces of wedding cake, but we do not know whether we can supply the particular piece this gentleman has lost!'"

(Laughter.)



Cuticura Is Wonderful For Your Hair

On retiring rub spots of dandruff and itching with Cuticura Ointment. Next morning shampoo with Cuticura Soap and hot water. This cleanses the scalp of dandruff and promotes hair health.

See 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

WORTH WHILE

Nothing that you possess is more worth looking after than your health. Your comfort, your happiness, your efficiency and success all depend upon it. Take good care of it! Never neglect any ailment of the stomach, liver or bowels but make a point of taking a dose of Beecham's Pills as soon as you are conscious of indisposition— from such a cause. Many people find this an excellent way of avoiding the many disorders which arise from constipation and indigestion and a reliable means of preserving health and strength.

BEECHAM'S PILLS

MARTIN'S APOLASTEL PILLS

A French Remedy for all Disorders of the Digestive System. It is the most powerful and reliable of all remedies for the cure of Indigestion, Flatulence, Heartburn, Stomachic, and all other Disorders of the Digestive System. It is the most powerful and reliable of all remedies for the cure of Indigestion, Flatulence, Heartburn, Stomachic, and all other Disorders of the Digestive System.

MARTIN'S APOLASTEL PILLS



Escape From THE COILS OF BRONCHITIS

Uproot the Trouble

It is awful to be conscious that bronchitis is gradually tightening its coils around your chest; that your breathing is becoming more and more obstructed; the suffocating cough more and more persistent.

The discovery at last of the Peps breathable remedy comes as a boon and a blessing to all afflicted with chest weakness. The wonderful potency of Peps is due to the ingenious idea of condensing into handy tablet form balsamic pine essences with other volatile medicinal ingredients.

When Peps dissolves in the mouth, powerful heating and germicidal vapours are breathed into instant and direct contact with every part of the bronchials and lungs. This brings

SPEEDY WELCOME RELIEF

of which the sufferer is immediately sensible. The inflammation or soreness in the chest caused by coughing is greatly soothed; the troublesome stinging phlegm that blocks the air-passages being cut is easily expelled, and that feeling of suffocation gives way to free comfortable breathing.

Peps heal and strengthen *innermost parts* of the bronchial tubes and lungs that cannot be reached by liquid medicine. They are unequalled as a remedy for coughs, colds, and chills or other throat and chest weakness.

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Many who availed themselves of these facilities last year have written most appreciative letters, from which the following are typical extracts:

- "I thank you very much for your attention and courtesy. I shall have much pleasure in recommending your company to my friends on my return to India."
- "You were very helpful to me when I thought of asking the car, and you could have secured for me a very good price indeed."
- "Should I find any of my friends in Australia in need of a good reliable car to help them, I will not fail to give them your name and address."

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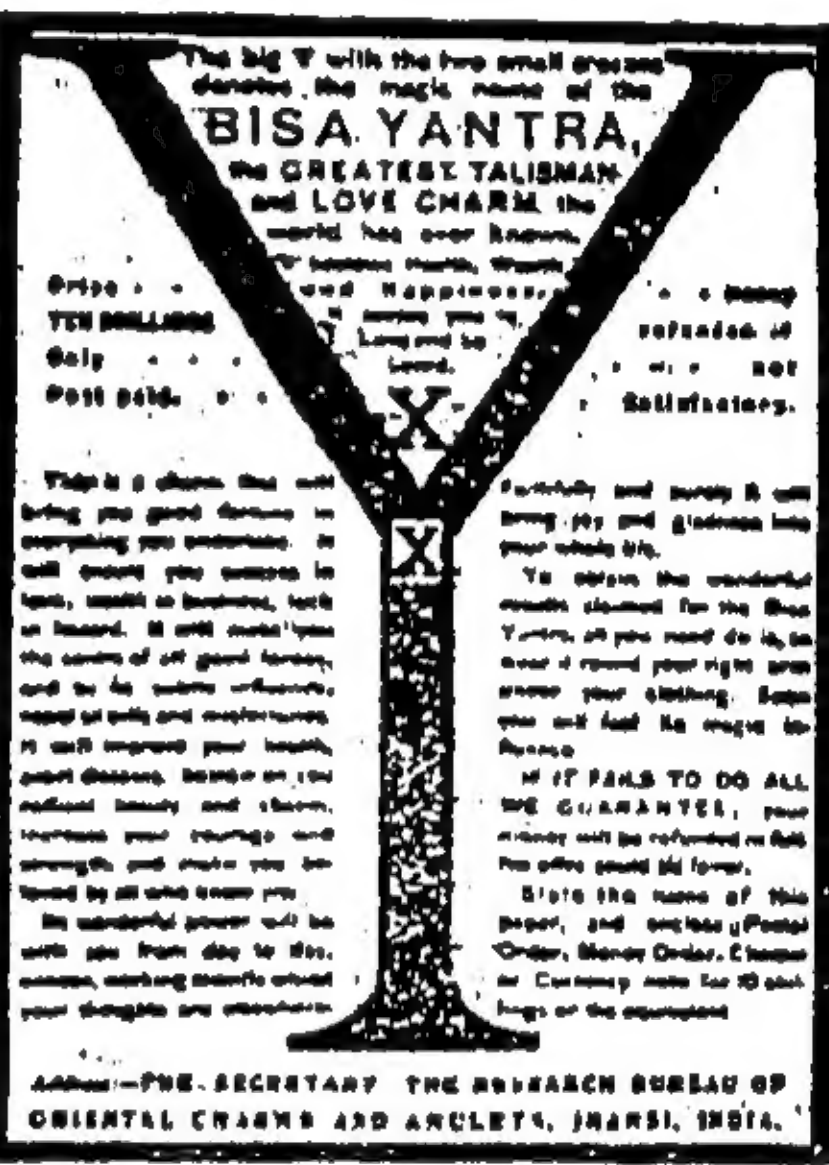
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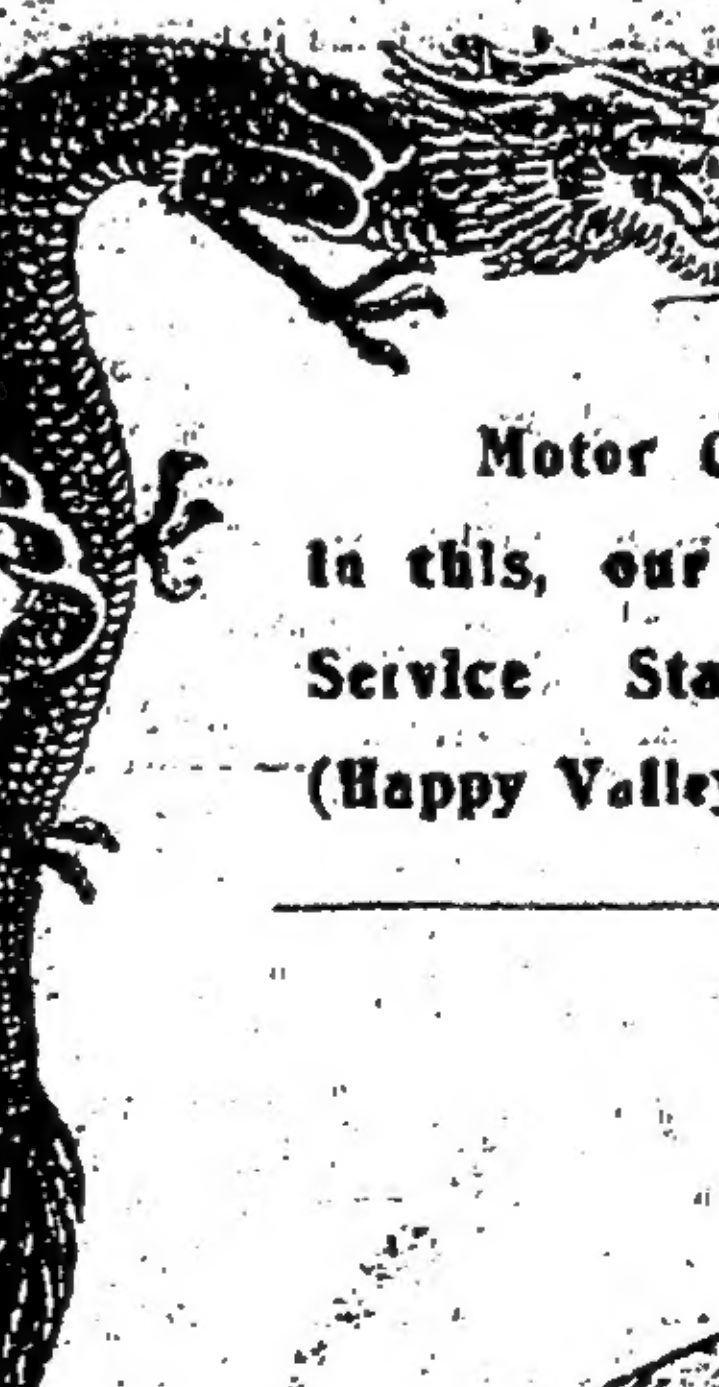
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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Emil Kirdorf	9,000 tons	Middle of June
*Fischer	12,000 tons	Beginning of July
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Adolf von Bayer	9,000 tons	10th June
*Emil Kirdorf	9,000 tons	calling at Manila
*Fischer	12,000 tons	Middle of July
*Albert Vogler	9,000 tons	Beginning of August
*Carl Legien	9,000 tons	—

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AMSTERDAM, HAMBURG, COPENHAGEN and other

SCANDINAVIAN PORTS.

About 23rd May, 1923.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Malaya"	10th May	18th June
M/S. "Panama"	10th June	17th July
M/S. "Bolivia"	10th July	17th August
M/S. "Australien"	25th July	31st August
M/S. "Java"	25th August	30th September

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SHIPPING AND THE EMPIRE.

IMPERIAL MERCANTILE MARINE—WAR LOSSES AND RENEWALS.

[SECOND ARTICLE.]

[BY COMMANDER H. RUNDIN, R.N.]

In 1914 the steel and iron tonnage of the Imperial Mercantile Marine—as it appears best to term the Merchant Navies of the United Kingdom and the Dominions—amounted to 20,284,000 tons, forming 47.7 per cent. of the total tonnage of the world. To-day the tonnage is 21,234,000; and our percentage is only 37.4.

Considering that a gross total of 12,000,000 tons of merchant shipping was lost by direct war risks during the Great War, and that this huge amount of tonnage has since been more than replaced, while the trade of the world is estimated to be only 70 per cent. of what it was in 1914, the dictum: "Too much tonnage! Too little trade," is easily understood, and the urgent need of a world-trade stimulus such as the British Empire Exhibition will provide is more fully recognized.

The most remarkable feature of the tonnage situation is the increase of that of the United States from 1,837,000 tons in 1914 to 12,500,000 tons in 1922. This great increase is due to the intensive effort made in the production of tonnage during the war in order to fill the huge gaps that the German submarines were making in the Merchant Fleets of the Allies and neutrals. At the same time, it should be remarked that a large percentage of this hurriedly-produced tonnage—including all the ocean-going vessels—of no value under the keen competitive conditions which exist in time of peace. Consequently, it is lying idle, and the United States shipping Board is confronted with a great problem as to its future disposal.

IDLE TONNAGE.

Statistics dealing with the amount of idle tonnage at specified times are authoritatively regarded as constituting a barometer of the state of the shipping industry. These figures, for the past year, are an indication of improving conditions. To take, for example, the figures as regards the shipping of the United Kingdom. On January 1st, 1922, there were laid up in the thirty-six principal ports of the United Kingdom, 713 vessels of 1,307,593 tons; these figures fell in the succeeding three months to 494, and 336,610 tons. Then came a rise, the figures for July 1st being 383 and 1,112,332, followed by a fall, so that on October 1st there were 458 vessels idle of a total tonnage of 824,924. The figures for January 1st, 1923, are still more encouraging showing, as they do, a decrease of 15 per cent. on those for the same day of last year.

In analyzing these figures, certain factors must be taken into account. First, there is seasonal fluctuation—the River St. Lawrence and Baltic ports are closed during certain winter months—and there was temporary boom in outward coal freights due to the coal strike in America. Still, experts see signs of improvement—if slight.

But idle tonnage, whilst it hits shipowners very hard, also means unemployment for seamen. In that respect the greatest credit is due to owners as a whole, and to the men themselves. On the one hand owners are in many cases running ships at a loss to themselves in order to mitigate the lot of seamen, whilst the men have accepted a cut in wages in order to secure more employment by reducing the running costs of ships. These steps, are, however, but partial remedies.

DOCTRINE OF THE FOUR "F's."

The real remedy, of course, lies in the direction of increased trade. While it seems inevitable that many regions which in pre-war days afforded rich fields to British business—Russia, for instance—can only offer a modicum under existing conditions, the way seems to point in the direction of increased inter-Imperial trade as a means of largely, if not wholly, supplying the deficiency. The British Empire Exhibition, in the good it is bound to do in the realm of inter-Imperial trade, will help the shipping industry perhaps as much as, if not more than, any other. For inter-Imperial trade must be carried out by way of the sea.

Whilst subscribing to the doctrine of the four "F's" defined by the President of the Chamber of Shipping of the United Kingdom as: Freedom of trade, freedom of ports, freedom of freight, and freedom of the seas; it is not too much to expect that Imperial shipping will obtain the lion's share of any increase of trade carried by sea between the component parts of the Empire.

In 1913 British vessels moved one-third of the sea-borne trade of foreign nations, nine-tenths of the inter-Imperial trade, and over three-fifths of the trade between the Empire and foreign countries. The figures to-day are not available, but it is obvious that the competition by foreigners must have increased, because, whereas in 1913 we owned some 60 per cent. of the world's tonnage, to-day we own only 37 per cent.

EFFICIENT MANAGEMENT.
In an open market, which goods generally sell the best? Those that combine small cost with good quality! Of two businesses, which succeeds the better? The most efficient! So with the British Mercantile Marine: Efficiency of management means regularity; it means the safety of goods in transit; and their delivery in good condition; it means, as far as it lies within the power of the management, moderate running expenses, which, in their turn mean low freight. It is considerations such as these that attract the shipper, and give confidence to those engaged in the marine insurance business. While it can be claimed that the British shipowners are, as a whole, without peers in the business, they, by themselves, cannot ensure the observance of the above essentials. Industrial and economic conditions of the world affect shipping as they do no other industries.

Working costs cannot be brought within economic bounds by the mere reduction of seamen's wages, though such a step contributes something. There are many other factors, such as cost of fuel, the price of shipbuilding, harbour and port dues, and so on, which all accumulate on the devoted head of shipping.

(Continued on next column.)

WEATHER REPORT.

May 6th at 10.4—Warning to Hongkong Coast Ports, &c.—A depression or typhoon of unknown intensity within 120 miles of lat. 19 deg. N. Long. 119 deg. E. direction unknown.

May 7th at 11.10—Warning to Hongkong Coast Ports, &c.—A depression or typhoon of unknown intensity within 60 miles of lat. 20 deg. N. Long. 123 deg. E. moving N.E. May 7th at 1.15—Forecast has decreased slightly to moderately over Japan and slightly over Formosa; it has increased slightly elsewhere. A depression or typhoon has formed to the S.W. of Formosa and another to the N.E. of the Bonin Islands.

Hongkong rainfall for the 24 hours ending at 11 a.m., 7th May, 0.17 inch. Total since January 1st, 10.41 inches, against an average of 13.38 inches.

The forecast for the 24 hours ending at noon 8th May, is as follows—

District Forecast

Hongkong to Gap Rock N.E. winds, moderate; fair.

Formosa Channel N and N.E. winds, fresh.

South coast of China between the straits of Hongkong and Lamocka No. 1

South coast of China between the straits of Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 7th.

	Previous Day at 12 p.m.	at 5 a.m.	at 2 p.m.
Barometer	29.72	29.79	29.74
Temperature	77	70	79
Humidity	85	85	68
Wind Direction	E	E	W
Force	1	1	1
Weather	od	0	0
Rain	0.00	0.00	0.17

Highest open-air Temperature on 8th ... 78

Lowest open-air Temperature on 7th ... 70

HONGKONG TIDE TABLE.

From May 8th to 14th, 1923.

Days of Week	HIGH WATER.				LOW WATER.				
	Days of Month	H'kong Standard Time.		Height.	Days of Month	H'kong Standard Time.		Height.	
		h	m			h	m		
Tues.	8	h	5 43	ft	in	h	m	ft	in
			5 43	6	0	8	44	1	3
Wed.	9	m	3 25	6	0	m	10 56	1	3
			3 25	6	0		10 56	2	0
Thur.	10	m	5 24	6	2		11 53	2	0
			5 24	6	2		0 18	3	8
			6 11	6	2				
Fri.	11	m	7 27	6	5	m	0 38	3	1
			7 27	6	5		1 33	3	2
Satur.	12	m	7 58	6	5	m	1 15	3	2
			7 58	6	5		1 55	3	7
Sun.	13	m	7 54	7	3	m	1 32	3	3
			8 0	7	3		1 43	3	3
			8 35	7	3		2 39	3	3
Mon.	14	m	8 25	7	3	m	2 12	3	3
			9 15	7	3		2 12	1	3

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67, QUEEN'S ROAD CENTRAL.

Hongkong.

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INDO-CHINA

TRAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

Destination	Ship	Day	Time
RANDAKAN	"MAUSANG"	Wednesday	9th May, 2 p.m.
HAIPHONG via HOIHOW	"MINGANG"	Friday	11th May, 10 a.m.
TIENSHIN	"CHISHING"	Friday	11th May, Noon.
MANILA	"LOONGSANG"	Monday	14th May, Noon.
SHANGHAI via SWATOW	"TINGSANG"	Monday	14th May, Noon.
BANGKOK via SWATOW	"KWAISANG"	Monday	14th May, Noon.
STRAITS & CALCUTTA	"NAMSANG"	Monday	14th May, 3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Thursday	17th May, Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Sunday	20th May, Noon.
KORE via MOJI	"FOOKSANG"	Sunday	20th May, Noon.
KORE via MOJI	"LAISANG"	Friday	25th May, 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday	30th May, 3 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless, and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is established with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BOERNEO LINE—Fortnightly sailings to and from Banchuan by two 5,000 tons steamers: "EIBSANG" and "MADEANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Madat Jesselton, Labuan, Tawo and Lahad Dato.

TIENSHIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and C. C. C.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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HOMEWARDS.

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"GLENGARRY"	10th May	"GLENOGLE"	11th May	Rotterdam and Hamburg
"GLEEFARA"	4th June	"GLENAIFFE"	24th May	Genoa, London, Rotterdam and Hamburg
"GLENNIFFER"	18th June	"GLENAHOY"	1st June	London, Rotterdam and Hamburg
"CARNAVONSHIRE"	2nd July			

Movements are subject to change without notice.

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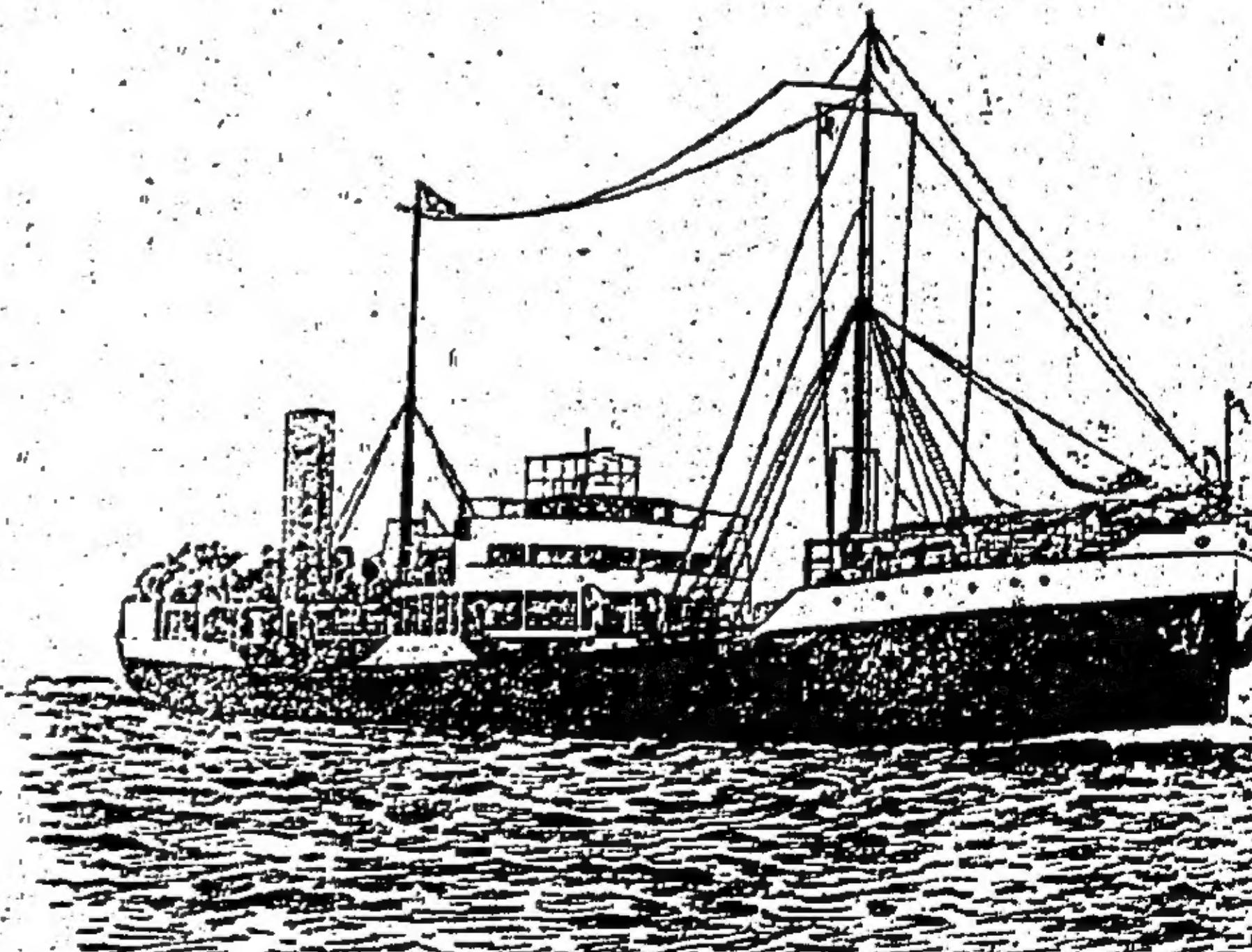
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1. "CITY OF MANCHESTER" 5th June ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF FLORENCE" 10th May ... London, A'werp, B'dam & Hamburg.
2. "CITY OF TOKIO" 5th June ... Marseilles, London & Hamburg.

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2. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London & Hamburg.

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Sailings from Hongkong

1. "EURYLOCHUS" ... via Suez Canal ... 15th May.
2. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.
3. "OANFA" ... via Suez Canal ... 5th June.
4. "CITY OF PITTSBURG" ... via Suez Canal ... 15th June.

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Mail Steamers.	Next Sailings from Marseilles.	Per Arr. at Hong Kong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	14th May
AMBOISE	25th May
CORDILLERE	6th April	11th May	12th June
ANGERS	20th April	22nd May	26th June
CHILI	4th May	3rd June	10th July
PORTHOS	18th May	17th June	24th July

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)

1. CLASS 1st Class ... £ 25. 0s. 0d. 2. CLASS 2nd ... £ 18. 0s. 0d. 3. CLASS 3rd ... £ 12. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "LT. ST. LOUBERT-BIE" loading for HAYRE, ANTWERP & DUNKIRK, about 11th May.
2. "MEINAM" loading for HAYRE, ANTWERP & DUNKIRK, about end of May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 2, Quai de Commerce, Hong Kong.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIKONG ... Capt. W. C. Pasmore ... Tuesday, 8th May, at 1 p.m.
HAIKONG ... Capt. Ellis Walker ... Friday, 11th May, at 12 Noon.
HAIKONG ... Capt. J. B. Thomson ... Tuesday, 15th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Elsie Foy)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
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MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

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No. 14, PEDDER ST., HONGKONG

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KARHAR"	9,000	16th May, 11 a.m.	Marseilles, London & Antwerp.
"RYANZA"	7,000	30th May	Marseilles, London & Antwerp.
"SOUTAN"	8,500	13th June	Suez, Penang, Colombo & Bombay.
"LAHORE"	8,500	27th June	Suez, Penang, Colombo & Bombay.
"SARDINIA"	8,500	13th June	Marseilles, London & Antwerp.
"DELTA"	8,000	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	8,500	27th June	Suez, Penang, Colombo & Bombay.
"MALWA"	10,841	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	8,000	25th July	Marseilles, London & Antwerp.
"ROUDAN"	8,500	25th July	Suez, Penang, Colombo & Bombay.
"RHIVA"	8,000	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	8,500	22nd Aug.	Bombay, Marseilles, London & Antwerp.
"MACDONALD"	10,812	15th Sept.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	15th Sept.	Bombay, Marseilles, London & Antwerp.
"MANTUA"	10,802	3rd Oct.	Bombay, Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"TORILLA" 5,205 13th May Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 2nd June Marseilles, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.) The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Brighthelm and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"EASTERN"	4,001	8th May, D.L.	Moji, Kobe & Yokohama.
"GURNA"	5,244	9th May, D.L.	Amoy, Shanghai, Moji & Kobe.
"SARDINIA"	8,584	10th May, 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"DELTA"	8,700	20th May	Shanghai, Moji, Kobe & Yokohama.
"SOUTAN"	8,097	24th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.E.N. Company's 1st class between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

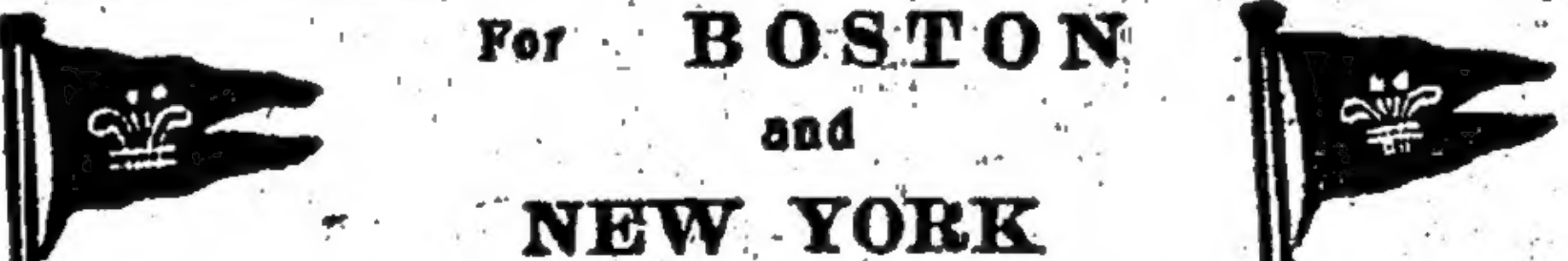
All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
25, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON

and

NEW YORK

S.S. "EASTERN PRINCE" ... on or about 18th May.
S.S. "ROMAN PRINCE" ... on or about 11th June.
S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,
(Incorporated in Great Britain)
Telephone: Central 3185. 5th George's Building.**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMAZON MARU" (Omitting Marseilles) ... Sunday, 12th May

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"PACIFIC MARU" ... Friday, 1st June

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" (calling at Penang) ... Monday, 21st May

"ALTAI MARU" ... Tuesday, 5th June

AIGON, HAN, COE & SINGAPORE—Regular monthly Passenger Service

"KISHU MARU" ... Friday, 1st June

CALCUTTA—Monthly Service via Singapore and Rangoon.

"JAVA MARU" ... Sunday, 3rd June

VICTORIA, KATLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Wednesday, 16th May

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.

"SEIKO MARU" (Moji direct) ... Sunday, 30th May

"ATLAS MARU" ... Monday, 28th May

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAI MARU" ... Every Sunday, Noon.

"AMAKUSA MARU" ... Thursday, 10th May

TAKAO via SWATOW & AMOY.
For sailing dates and further particulars please apply to:
Tel. Central No. 4000. K. SHIMA, Manager.**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & BANGKOK	"KAWNGTUNG"	On 8th May, Noon.
MANILA	"TAMING"	On 8th May, 4 p.m.
SWATOW & SINGAPORE	"KWEIANG"	On 8th May, 4 p.m.
AMOY & WEIHAWEI	"PAKHOI"	On 8th May, 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 9th May, D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 9th May, 11 a.m.
NEWCHWANG	"SHANSI"	On 10th May, Noon.
SWATOW & SHANGHAI	"SUNING"	On 10th May, Noon.
SWATOW & SINGAPORE	"SUPEI"	On 11th May, Noon.
SHANGHAI & TSINGTAO	"SINKIANG"	On 12th May, 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 13th May, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
Agents.
Call GO & BARRABEE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE John Swire & Sons, Ltd.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sardinia, Manila, Tientsin & Amoy, etc.
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"CHANGSHA" ... 31st May ... 26th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Japanese Ports.

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Telephone Central No. 36.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong ... In Port ... Leave Hongkong ... 10th May.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.S. "Mura" ... Due Hongkong ... 11th May.

U.S.S. "West Ivan" ... Due Hongkong ... 10th June.

U.S.S. "West Ivan" ... Leave Hongkong ... 11th June.

* Omits Saigon.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY,

1. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES, INDIA-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central No. 8008. G. P. BRADFORD, Res. Agent.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

1. "KENDAL CASTLE" ... sailing on or about 8th June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,

BLACK SEA & DANUBE PORT

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

1. "NIPPON" ... sailing on or about 7th June.

2. "FIUME-L" ... sailing on or about 23rd June.

FOR SHANGHAI, YOKOHAMA & KOBE.

1. "FIUME-L" ... sailing on or about 31st May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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